

demarreur
Australia's National Internet Magazine
for Citroën Owners and Enthusiasts

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

January 2024 Vol 4 No 4
Unmistakably German, Made in France



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.

Meetings

Club meetings are held on the fourth Wednesday of every month [except December] at 19:30. The venue is the Hawthorn Bowling Club, 1 Wood St., Hawthorn [cnr Denham St.]

Deadline

The deadline for the next edition of 'démarreur' is Sunday, 18 February and for 'Front Drive' it is Sunday, 21 January.

Citroëning

Club Permit applications to VicRoads must be accompanied by a RWC [pre 1949 cars can be inspected by a Club Safety Officer], ownership validation and VicRoads forms endorsed by

the Club including financial validation. New Permit holders must supply the Club with approved photos, club permit number and expiry date. While Club permit renewals

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

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Cover Image

The cover image is taken from Citroën's original launch public relations images for the C5 saloon.

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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 and Esther Wade	2017
Leigh Miles	2022
Lance Wearne	2023

SPARE PARTS & TOOLS

Contact Max Lewis. Phone: 0458 993 771 [if you do phone, please do so at a reasonable hour] or spareparts@citroenclassic.org.au

CLUB SHOP

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

OTHER CLUBS

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

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Ed Sed

We come to you this month with some very big news. For more on the full story and the background you should read Ted Cross' Prez Sez, but suffice to say I am really pleased to tell you that we have come to a great arrangement with our friends at the Citroën Car Club of Victoria.

The big news for me as Editor, and for both Clubs, is that we have agreed to share a magazine. Fear not, all your favourite articles and writers will still be with us. Chris Bailey will continue to bring you Traction news from the UK. Alan Brown will be here with his slices of life in the Vendée. We will continue to publish technical articles about looking after your beloved Traction and your 2CV.

What we do gain is access to more members who will write more articles for your magazine. More personal stories of ownership. I don't know about



you, but I would much rather read a real owner's experiences with, I don't know, a C5 saloon than the road test from 'Top Gear' magazine which appears in this month's edition. More member contributions will be a great outcome for every member... whether you live in Melbourne, Maroochydore or Mandurah.

Back to this month's edition... The C5, which is the focus of this month's edition of 'démarrreur', was not the first Citroën to bear this name. It was preceded by two iterations of a hatchback model. A model, which in its first incarnation at least, was greeted with dismay. Who to blame? Well, the blame was laid at the feet of the head of design at the time of the model's launch ~ Jean-Pierre Ploué. While his hands were all over the C5 saloon, was he really responsible for the preceding hatch? Read one man's view in this edition.

Before the launch of the C5, Citroën produced a showcar that was to light the path for the C5 saloon and estate. We bring the story of the development of both the C-Aircross and the C5, courtesy of our friends at 'Auto&Design' magazine.

We also have a contemporary road test of the car, pitted alongside other German wanna-be's, the Honda Accord and the Audi A4. In 'Top Gear's'

In my working life I always found if you don't keep refining and changing your business and goals you actually go backwards. With this thought in mind, you will notice that CCOCA is in change mode currently.

Both CCOCA and CCCV have decided it is our best interests to share some resources for the benefit of both clubs. Whilst we are trialing a shared magazine with CCCV, and sharing events in 2024, we remain two separate entities. This is a logical decision as many of us are joint members of both clubs anyway. And our important interstate members are not impacted in any way.

Our Editor Leigh Miles will continue to produce our clubs' magazines with renewed focus. It is my wish that Front Drive will continue to be recognized around the Citroën world, as a valuable resource to be shared far and wide.

If you have any questions about this change, do not hesitate to contact either Leigh or myself.

Another change is that Frog Hollow club rooms have closed for renovation. So, we are obliged to move to a new site in 2024. Normally this would be disappointing but I am very pleased to report that we have found an excellent alternative location nearby. We are very fortunate to have been accept-

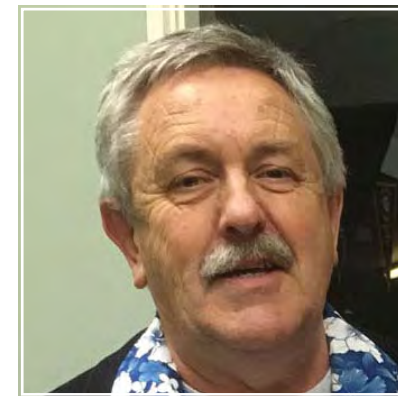
Prez Sez

ed (as we are a local club) to become a tenant of Hawthorn Bowling Club at St James Park in West Hawthorn. See more here: <https://www.hawthorn-bowlingclub.com/>

The club was established in 1880 and its facilities have recently been upgraded. The club is wonderfully friendly and has a charter to support other smaller local clubs, by sharing their resources. We can keep our fourth Wednesday of the month; which is important to us, and the size and ambience of the building is a great fit for us. Please look out for further information and join us in 2024 at our new home.

Welcome also to our new members, and we hope to see you at a future event soon. Don't forget to book for the Cit-In in Tasmania. Bookings close of February 9. And remember, now there will be many more activities of members of both clubs to attend in 2024.

Ted Cross



Ed Sed

Continued from page 4

eyes the cars from Munich and Stuttgart were still the ones to go for. Fools!

Chris Bailey is here with news about Traction in the UK, with a special interest in semaphores. This got my interest sparked and so we have more information about *flèche de direction* than you really want to know.

Check out the state of your Lucas generator in our Tech Reprint of the month as well. And remember, all the technical articles from the Club's foundation can be found on the Club's website.

[LINK TO TECH FEATURES](#)

Something for everyone? I hope so.

Enjoy.

Leigh F Miles ~ Editor

A-Traction

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

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

• January 2024

AOMC Festival of Motoring

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

[FESTIVAL OF MOTORING WEBSITE](#)

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: Display cars from 09:00, spectators from 10:00
WHERE: Yarra Glen Racecourse, Armstrong Gve., Yarra Glen
COST: Display cars: \$15 [includes all occupants]
Spectators: \$10
Children free
BOOKINGS: Not required
BRING: A picnic lunch, hat, sunscreen and your camera
MORE INFO:

www.aomc.asn.au/britishand-european2024

[BRITISH & EUROPEAN SHOW](#)

The British and European Motoring Show has firmly

A-Tractions



Sunday 18th February 2024
Yarra Glen Racecourse Armstrong Grove, Yarra Glen

established itself as a highly anticipated event within the Victorian motoring enthusiast community. This annual event draws enthusiasts, collectors and admirers alike from far and wide. At its core, this show serves as a dynamic platform for celebrating the rich and diverse heritage of British and European automobiles.

One of the standout features of the British and European Motoring Show is its ability to bring together an impressive array of clubs, each of which is dedicated to the preservation, appreciation and celebration of these iconic vehicles. These clubs form the beating heart of the event, contributing to the show's unique charm and appeal.

Visitors have the opportunity

to engage with passionate enthusiasts who are more than happy to share their knowledge and stories. The show fosters a sense of camaraderie among attendees, creating an atmosphere where conversations about horsepower, design and engineering flourish..

The British and European Motoring Show is more than just a calendar event; it's a celebration of a shared love for British and European automobiles. It's a place where enthusiasts come together to revel in the timeless beauty, craftsmanship and innovation that define these iconic automotive traditions.

Food and refreshments will be available.

There will be Children's entertainment and trade stalls.

Dogs are allowed into the display area subject to them being restrained on a lead at all times.

CCOCA February Monthly Meeting

WHEN: Wednesday,
28 February

TIME: From 19:30



WHERE: Hawthorn Bowling Club, 1 Wood St., Hawthorn
[cnr Denham St.]

COST: Free

BOOKINGS: Essential for catering by 26 February

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>

[CCOCA FEBRUARY BOOKING](#)

• March

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

WHEN: Thursday, 14 to Friday,
22 March 2024

WHERE: Anti-clockwise around Tasmania, ending in Devonport, 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



A-Tractions



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 be less expensive and will help with accommodation tightness.

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

You will need to Register with Grahame Vaughan 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 Pa-
vilion you will find Southern
Wild [Gin] Distillery, Island
State Brewing and Tourist In-
formation Centre.

'Devonport's only local brew-
ery! Nestled amongst the
towering stainless steel of our
state of the art brewery sits
a funky taproom and amaz-
ing undercover beer garden.
Come taste the fresh-
est of brews and
meet the makers!'

'Southern Wild is a distillery
located in Devonport, Tasma-
nia, producing premium gins
created around the pure wa-
ter, fresh ingredients and pas-
sionate growers of Tasmania.'

Dinner: From 18:00
Market Square Pavilion

A-Tractions



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 computerized sailing simulator:

<https://www.bassstraitmaritimecentre.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 dif-

ferent. 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 and live entertainment, the show has something to offer everyone.

Feel free to do both options 3-course Dinner and Presentations ~ 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!

CCOCA Annual General Meeting & Wine & Cheese

WHEN: Wednesday, 27 March

TIME: From 19:30

WHERE: Hawthorn Bowling

A-Tractions

Club, 1 Wood St., Hawthorn
[cnr Denham St.]

COST: Free

BOOKINGS: Essential for catering
by 25 March

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>

CCOCA AGM BOOKING

Yes, it is that time of the year again ~ the Annual General Meeting is rolling around.

The Annual General Meeting has a reputation for being boring, but this year it will be especially streamlined as all the Committee Reports will have been published in the April edition of 'Front Drive'. So no need to sit and listen to the Committee drone on. Questions from the floor are, of course, encouraged!

Every year the Committee exhorts you to come along to this important event, and almost every year we manage to have sufficient members attend to assure us of a quorum. Remember, if we do not get a

quorum, we simply have to go through the whole thing again. So, please make the effort to come along.

VOLUNTEER!



Have you thought of standing for Committee?

All Committee positions are 'up for grabs'. A link to the Nomination Form will be sent to you shortly.

On a personal note from the Editor, being on the Committee is not an onerous job ~ Committee meetings occur once a month and often finish in just over an hour. The Club can only continue to prosper if the members take up the challenge of making the Club what you want it to be. Nomination forms can be found on the website as well:

<https://citroenclassic.org.au>

AGM NOMINATION

VOTE!

Voting for the 2024/2025 Committee is a very important



right you have as a member of CCOCA. So, come along and make sure you have your input. If you cannot come on the night be sure to complete a proxy, which can be found online at <https://citroenclassic.org.au>

AGM PROXY

After the AGM is finished, we will enjoy some wine and cheese. [Please drink responsibly.]



• April

Florence Thomson Tour

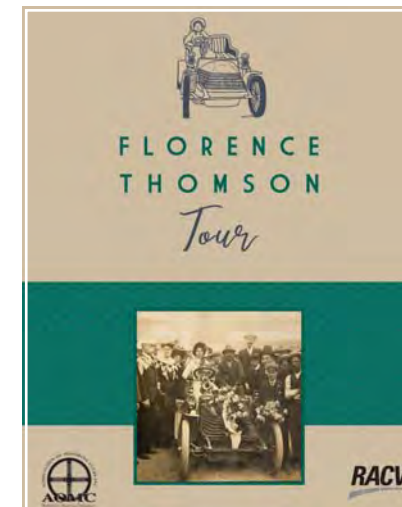
WHEN: Friday, 26 to
Sunday, 28 April

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.





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A-Tractions



Chit Chat Tuesday

WHEN: 1st Tuesday
2 January
6 February
5 March
TIME: 10:00
WHERE: Laneway Espresso
Café, Dromana
COST: Cheap Eats
BOOKING: Not required
CONTACT: Warwick Spinaze
0407 016 719.

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

WHEN: Thursday, 9 to Saturday
11 May 2024
WHERE: Puy de Dome, France
COST: See below
BOOKINGS: Essential
BRING: Your passport!
MORE INFO:
contact@90ansdelatraccion.fr

If you have not been keeping up to date, you might not be aware that registrations for the celebrations associated with the 90th Anniversary of the Traction Avant, in France, are now open.

You can register here:
<https://www.payasso.fr/la-traction-universelle/inscriptions>
[TRACTION 90 REGISTRATION](#)
Cost of the Event

- ⚡ For Australians who will not be in a Traction the special price is €30per person. The Gala Dinner is extra.
- ⚡ Gala Dinner: €67. Limited to 1,200 guests.
- ⚡ Children under 14 years old: FREE

What is Included?

Registration includes unlimited access to the Charade site

Traction 90: France

and circuit, as well as entertainment during the three days of the event. A cocktail reception for the evening of Thursday, May 9, 2024 is also included in the registration fee. Only Traction Avant cars from 1934 to 1957 will be allowed access to the Charade site.

The Saturday Gala dinner is an additional cost of €67pp. This must be booked separately.

What to Expect

- ⚡ A major festive event, open to the general public on Saturday
- ⚡ 1,000 Traction Avants expected
- ⚡ Exhibitions, games, presentations...
- ⚡ A temporary museum dedicated to the Traction Avant
- ⚡ A Concours d'élégance
- ⚡ Conferences on the Traction and Citroën
- ⚡ Magnificent walks in the lush Auvergne countryside
- ⚡ Stands for tasting/buying regional products
- ⚡ An aperitif dinner on Thursday evening and a gala dinner

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The gala dinner is at Zenith in Clermont-Ferrand. Imagine dining here, gazing at 1,000 Tractions parked in front of these bay windows!

Traction 90: France



on Saturday evening
 ⚡ ...and plenty of surprises in store!

The Programme

⚡ Thursday, 9 May

- Reception and registration
- Laps of the circuit, lots of beautiful things in the day! In the evening... Cocktail reception on site

⚡ Friday, 10 May

- Games, meetings, conferences and of course always laps of the circuit!

⚡ Saturday, 11 May

- It will be 'THE day' of the 90th anniversary! This day will be open to the public free of charge.
- A parade, games, baptisms

in Traction
 But also, competitions, a raffle

- And of course, in the evening, a Gala dinner open to those already registered. There is a limit of 1,200 guests for this dinner.



While Australian attendees are not likely to have their Traction with them, imagine being driven around the circuit in a Traction.



Talking Technical: Generator Service

These extracts from a 1938 Lucas service manual were supplied to the Club courtesy of Roger Brundle and was originally published in 'Front Drive', Volume 3, No 3. It is part of an on-going series designed to bring newer Traction owners 'up to speed' with technical articles the Club has published some years ago.

Servicing a Lucas Generator

BRUSHGEAR

1 Sticking Brush

Test by holding back the brush spring and moving the brush in its holder. If the brush tends to stick, remove it and clean it with petrol.

2. Brush Spring Weak

If the tension is low, fit a new spring.

3 Brushes Worn

If the brushes have worn to such an extent that they do not bear properly on the commutator they must be replaced:

Remove dynamo from engine, withdraw cover band, remove screw securing eyelet on end of lead from brush. Hold back brush spring and remove brush from its holder. Place new brush in holder and gently lower spring. Secure eyelet on end of brush lead in original position. Bed the brushes to the commutator

4 Bedding Brushes to Commutator

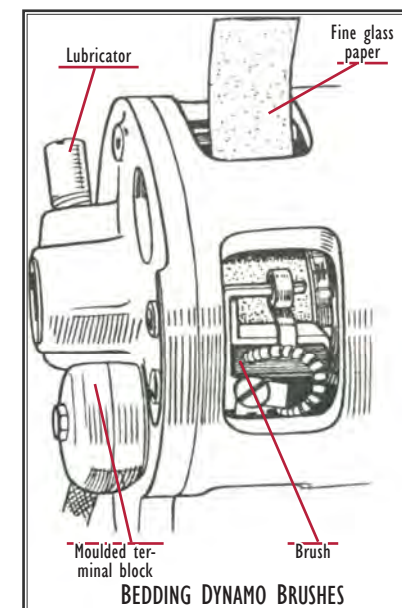
The surface of the brush in

contact with the commutator must present a uniformly polished appearance.

Brushes must be bedded to the commutator as follows:

Pass a thin strip of very fine glass paper between the commutator and each of the brushes so that the abrasive surface is towards the brush faces. Turn the armature in its normal direction of rotation for a few minutes and then remove the glass paper. Wipe away carbon or sand paper dust after the operation. It is best removed by blowing the dynamo out with a pump or compressed air with the machine in motion.

After several days running, the brushgear should be again examined; and any carbon dust wiped away. At the same time,



Talking Technical: Generator Service

the dynamo output should be checked.

5 Dirty or Greasy Commutator

A commutator in good condition will be smooth and free of pits or burned spots.

Clean the commutator with a cloth moistened with petrol. If this is ineffective, carefully polish with a fine glass paper. Pass the strip of glass paper around the commutator and draw it backwards and forwards while the armature is slowly rotated.

6 Commutator Badly Worn or Grooved

To withdraw armature from dynamo: Remove driving pulley by unscrewing the fixing nut and carefully levering the pulley off the shaft with a sprocket extractor or similar tool. Unscrew the through bolts passing from the commutator end bracket to the driving end bracket.

Lift the brushes from their holders and disconnect field leads from brushgear and leads from the moulded terminal

block.

Pull the two end brackets from the yoke. Finally remove the driving end bracket and bearing from the armature by means of a bearing puller.

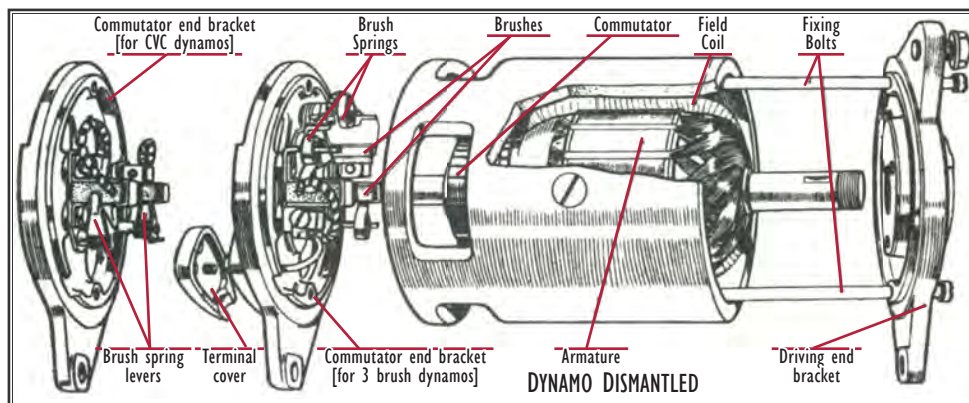
Turn down the commutator in lathe. Rotate the armature at high speed and take a very light cut with a sharp tool. Do not remove any more metal than is necessary. Polish the commutator with a strip of fine glass paper. Now, undercut the mica as follows:

The mica insulation must be below the surface of the commutator segments. If necessary, it must be undercut to a depth of $\frac{1}{32}$ ". A hacksaw blade, ground down until it is only slightly thicker than the mica, forms a suitable tool.

This is drawn backwards and forwards along the mica until the latter is undercut to the proper depth.

REPLACEMENT OF ARMATURE

Remove armature as de-



HOW TO LOCATE & REMEDY CHARGING TROUBLES

Symptoms	Possible Causes
Battery in Low State of Charge	Dynamo giving low or intermittent output indicated by ammeter giving low or intermittent charge reading when car is running steadily in top gear with no lights on
	Broken or loose connection in charging circuit
	Battery needs attention
	Dirty commutator
	Brushes sticking
	Brushes worn
	Brush springs weak
	Brushes not bedding
	Regulator out of adjustment
	Broken or loose connection in charging circuit
Battery overcharged shown by burnt-out bulbs and very frequent need for 'topping up'	Dynamo not charging indicated by ammeter not showing charge reading when running steadily in top gear with no lights on
	Brushes worn
	Brush lead broken
	Regulator out of adjustment
	Cut-out damaged
	Cut-out contacts dirty
	Dynamo Field coils damaged
Battery overcharged shown by burnt-out bulbs and very frequent need for 'topping up'	Armature damaged
	Regulator out of adjustment

scribed in [6] The testing of the armature requires the use of a voltdrop tester, or a growler. If these are not available, the component should be checked by substitution or sent to a Lucas agent for testing. After fitting a replacement armature, the brushes must be re-bedded as the new commutator may

not have the same curvature as the old one.

REPLACEMENT OF FIELD COILS

The fitting of field coils requires the use of a pole shoe expander. If one of these tools is not available, do not attempt this operation, but send the dynamo to the nearest Lucas agent.

REPLACEMENT OF BEARINGS

Whenever possible, ball bearings should be removed and refitted by means of a press

1 Bearing Bush

Remove the end bracket as described in [6] Press the new bush in the end bracket. Before fitting, make sure the bushes have been soaked in machine oil or thin engine oil.

2 Ball Bearings

Remove the driving end bracket as described in [6] Remove the plate covering the bearing by withdrawing the three securing screws. Fit the new bearing using a suitable tool.

See that the bearing is packed with a good quality high melting point ball bearing grease

Intriguing Dual Personality



The C-Airscape seen from above to highlight its cabriolet nature [above, with the roof up], is a preview of a new D-segment model from Citroën. Right, design director Jean-Pierre Ploué with director of design cooperation for Citroën, Carlo Bonzanigo.



The Citroën range is becoming increasingly bipolar and moving towards a distinct dual personality. The early signs of this can be seen in the products of the marque's advanced design, which are developed along clearly different and often completely opposing themes.

For director of global Citroën design Jean-Pierre Ploué, the C-Cactus and C-Airscape concept cars on display at Frankfurt are totally coherent with the true identity of the brand. 'In our products, we express the fun side and the carefree pleasure of enjoying the motor car on the one hand, and elegance, supreme comfort and sophisticated, classic aesthetics on the other. The two new concepts presented here at Frankfurt

embody each one of these characteristics ~ but there are already cars in our range that encapsulate both sides, such as the Picasso.'

With one an eco-friendly compact model based on the



C4 and the other an ultra-technological cabriolet and a forerunner of the forthcoming production C5, these two cars herald another dual direction that the marque will be pursuing in future, as director of design cooperation for Citroën Carlo Bonzanigo explains: 'On the one hand, our design focuses on strong products, which appeal across broad cross-sections of the market and on the other, on defining new models.

It is important today to look towards developing markets and consumers who are less used to the idea of the car and, as a result, more conservative. However, we must also look towards more niche-oriented models, to interest those who have already seen it all and want something completely new.'

While the C-Cactus is more of a pure study, with no immediate influence on the production range, neither Ploué nor Bonzanigo makes any secret of just how close the C-Airscape

Intriguing Dual Personality

Sketches illustrating the theme developed for the exterior of the C-Airscape.

It soon became clear that the cabriolet solution was the best suited to expressing the essence of the future C5.

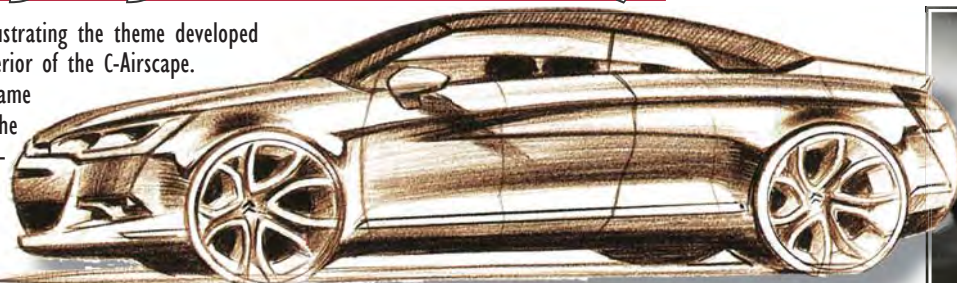
is to the imminent C5 mid-size saloon scheduled to replace the current model during the first half of next year. With the exception of the C3 Pluriel, the Citroën range currently does not include an open-topped model, so the C-Airscape not only previews a new production model, it also hints that there may be something in the pipeline for convertible fans too. The C-Airscape shows its dual personality in more ways than one and is both rational and practical, yet without sacrificing the indispensable appealing and emotive aspects that a motor car must always have.

Alexandre Malval, project manager and chief designer for the development of the 3 Platform, explains the multifaceted character that the C-Airscape embodies: 'A cabriolet is a great way to announce the arrival of a new premium segment model. This holds partic-

ularly true for us, as we work on the identity of a brand which has produced some legendary convertibles in the past, such as the DS.'

As the purpose of the project was to showcase the styling traits of the new C5, in developing the C-Airscape, the work of the Citroën designers [also on the team working with Malval were project manager David Grandpeyre, exterior designer Domagoj Dukec and interior designer Celine Manetta] consisted in interpreting the key characteristics of a model that had already been defined, and the cabriolet architecture proved to be the most effective format for showing these characteristics in the best light. 'There was already an idea for a cabriolet configuration among the very earliest proposals', explains Malval, 'and this immediately stood out from the rest. The concept of freedom, of driving pleasure not bound solely to speed and power, but also to the lyrical and poetic aspects

Left: A detail of the front and two photos of the modelling process, with Jean-Pierre Ploué [centre], talking with his team. Below: The finished prototype, with the roof open.



Intriguing Dual Personality



conveyed by open-topped cars, won us all over.'

The name chosen for the project sums this up perfectly, as it not only suggests an idea of the open air, but also of a joyous escape from everyday constraints, but without implying exaggeration or extravagance in terms of style. Malval explains: 'the intent of the project was to express the elegance of driving with the wind in your hair, and the style reflects this in the fluidity of its forms, which are never over complicated yet always

Above and below: A few details which crystallise and emphasise the themes developed in the project for the production model.

extremely intriguing. The identity of the exterior was defined by concentrating on the main lines of the body, to create a dynamic, balanced shape with the elegance and poise that are so vital for a car of this genre.

'This is a very sensitive category, which makes no allowances for exaggeration, but this is a concept car, so we could not rein our creativity in too tightly. The very long front volume made our job easier, as it exudes character and fits in perfectly with the rest of the design,

with continuous lines which are taut but never busy. We were almost obsessive about the "rightness" of the car's proportions, to convey luxury and solidity', recalls Malval.

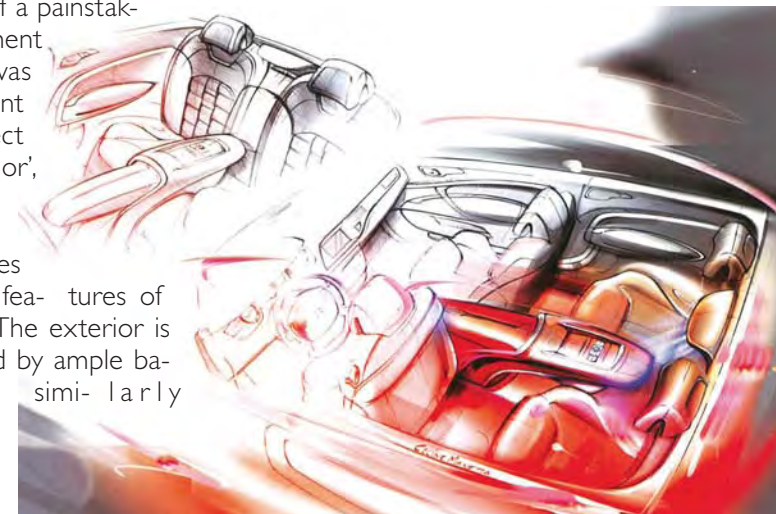
There was another reason for choosing a cabriolet layout to preview a saloon model, as the interior of the C-Aircscape is very close to what we'll be seeing in the production car. 'An opening roof lets us draw attention to the cabin, which was the product of a painstaking development project that was very coherent with the project for the exterior', says Malval.

Celine Manetta describes the main features of the interior: 'The exterior is largely defined by ample basic lines, and the layout of the interior is dominated by

all occupants.'

The colours and materials used in the interior give away the show car side of the C-Aircscape, as Francois Duris from the colour and trim team explains. 'We have invented a new language in our choice of colours, such as lustrous mercury, which conveys fluidity, echoing one of the predominant themes of the exterior. The upholstery is also expressive, with luxurious hides and beautiful

Below: Sketches for the interior.



Intriguing Dual Personality

Right: More sketches for the interior, this time showing the work on the central tunnel.

Below: Two photos of the colour and trim team at work. On the right the team is in discussion with Jean-Pierre Ploué



ful leather in tones of shimmering bronze, conveying sensuality and elegance.'

And these ambitious claims are substantiated as the roof quickly folds away into the boot. In fact the roof is one of the most fascinating aspects of

the C-Aircscape. To emphasise the classic spirit of the cabriolet, the C-Aircscape strikes a perfect compromise between technology and style. Visually evocative of an old fashioned soft top, it is light and easy to use, but underneath, a carbon fibre frame makes it as

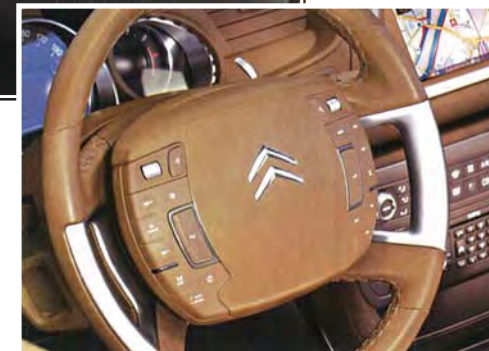
strong as a steel roof. The result is an interesting and exciting car, and we can only hope that Citroën really does plan to include a cabriolet version in its imminent C5 line-up.



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The upholstery materials and graphics used in the interior give away the showcar nature of the car. The brilliant bronze colour chosen for the leather adds a sophisticated and unusual touch to the interior as a whole.



New Zealand National Rally

Réunir à Mahurangi 5 to 7 March 2024

A warm welcome to those intending to Register for the 2024 National Rally hosted by the Auckland Citroën Car Club, to be held in Warkworth/Mahurangi region north of Auckland, Tuesday to Thursday 5 to 7 March.

Registrations opened at 6.00pm on the 1st October 2023.

A little about the Rally region. The Rally will be held in the Warkworth/Mahurangi region. Warkworth is a pretty town with a rich history, that today hosts an interesting selection of restaurants and accommodation. It is in the northern part of the Auckland region and is located on State Highway 1, 64km north of Auckland and 98km south of Whangarei, at

**CITROËN CAR CLUB
OF NEW ZEALAND**

<https://cccnz.club>



Bridgehouse Lodge, Warkworth.



The historic old cement works.



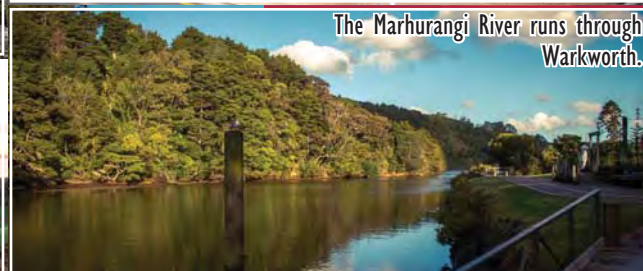
Warkworth wharf.



The historic Warkworth Hotel.



The Mahurangi River runs through Warkworth.



Warkworth is home to New Zealand's main satellite ground station.



the head of the Mahurangi Harbour. The Warkworth district is known as the Kowhai Coast and the town's annual Kowhai Festival is one of the largest community festivals in the country, running for a week in spring.

New Zealand's main satellite communications ground station is located 5km south of Warkworth. We will utilise the Vintage Car Club clubrooms there as part of our rally format.

A new toll motorway speeds up the journey from Auckland considerably, but the old north road is still in use.

It's a playground for Aucklanders keen to visit great beaches [Omaha, Mathesons Bay, Pakiri] and the Tawharanui Regional Park. The area is also home to many vineyards, sculpture parks and artisan manufacturers.

It's a popular place, weekend traffic can be chaotic, especially at the Saturday Matakana market. For this reason, we have chosen to hold the rally mid-week on the 5, 6 and 7 March. This timeslot also meshes well with the Auckland Brit and Euro Classic Car show on Sunday, 3 March.

Accommodation in the area is at a premium in March, so if you're intending to join, we recommend that you consider pencil booking. There are some 'Boutique' or 'Classic' Rooms held at Bridgehouse Lodge for

New Zealand National Rally

a limited time at a special price. Contact Ramona Holt at the Bridgehouse. Or email:

bridgehouse@bridgehouse.co.nz

Website:

<https://www.bridgehouse.co.nz/BRIDGEHOUSE LODGE SITE>

We are looking forward to another successful CCCNZ National Rally that reunites old friends.

Registration

Registrations for New Zealand Club members opened on 1 October. We have a maximum number of 140 registrants, due to the capacity of the venue on 6 and 7 March. Bookings for non-New Zealanders opened on 1 November.

Registration for those who are not members of CCCNZ can be achieved by clicking link below:

<https://cccnz.club/overseas-national-rally-registration/>
[CCCNZ O/S REGISTRATION](https://cccnz.club/overseas-national-rally-registration/)



Programme of Events:

🏠 Tuesday 5 March

- Evening reception and rally pack collection from 18:00 at The Bridgehouse Lodge, 16 Elizabeth St, Warkworth. Food and refreshments available while you catch up with friends old and new. Dine in the restaurant afterwards if you wish.

🏠 Wednesday 6 March

- The Pride of Ownership in the morning will take place at a location still to be determined and then in the afternoon the Grass Gymkhana will take place. Hopefully, the venue will enable both events. We have made approaches, but nothing is confirmed as yet.
- Dinner on Wednesday evening will be held at the Bridgehouse Lodge

🏠 Thursday 8 March

- The CCCNZ AGM will be held at the VCC Club Rooms, 92 Satellite Earth Station Rd. The Spotting Run briefing and departure point is at the same location. The Bridgehouse Lodge will be location of the prize giving dinner on Thursday evening.
- Lunches to be provided on Wednesday and Thursday and morning and afternoon tea will also be available.

A timetable of all events will be included in your rally pack.

Carrying the Can

In English, the idiomatic phrase is 'carry the can.' In Italian, it is 'portare la croce' and in French 'porter le chapeau'. I suspect there is an equivalent phrase in almost all languages, because whatever their cultural differences, people everywhere are only human, with the same human frailties. The meaning is simple: to attach blame to someone who really is not responsible for whatever they are charged with having done, making him or her the scapegoat for someone else's mistakes.

This comes up all too often in the world of car design, where the vehicles we see launched today were actually frozen in design years ago. Right now, [2012] the new BMW 7-Series has been subjected to a great deal of strongly negative criticism, leading both Herr Wolfgang Reitzle and Herr Bernd Pischetsrieder to explain that it

certainly would not have looked as it does were they still in their jobs at BMW.

Jobs they were asked to give up after they had signed off on the new car. That leaves Chris Bangle to carry the can, a task he has performed with both conviction and grace. He likes the car and will tell you why he believes it is a good design.

Time will tell whether the nay-sayers or Herr Bangle have it right, but fair is fair: he did not release the car all by himself, any more than he designed it all by himself. The men distancing themselves from it now were not so reticent when they were still at BMW.

This kind of thing happens a great deal in the car business. Consider the case of Citroën. Not many people really like the appearance of the bulbous, flat-sided and rather dull C5 [the Series I hatch], so it is assumed that must be the fault of

Chris Bangle and 'that' 7-Series BMW.



Carrying the Can

the designers who worked on the project. Since most of them were 'Anglo Saxons' working under retired American design director Arthur Blakeslee, the French motoring press has been delighted by the arrival of Frenchman Jean-Pierre Ploué to 'save Citroën'. Ploué is an excellent designer, of course, but we will not see any production car projects carried out under his direction for years to come. That does not keep him from graciously accepting praise for the much-liked C3, also done under the Blakeslee regime, while ~ properly ~ diverting blame for the C5 which is not a designer's product at all, but the physical embodiment of former PSA Chairman Jacques Calvet's totally misguided sense of what a car should look like.

Designers can't have it both ways: taking credit for cars the public likes and denying involvement in those it does not. But

**Jean-Pierre Ploué
and the Series
I C5.**

there is ample proof that design teams that have turned out really ugly cars for one set of upper managers can do great work if they are simply allowed to do so by a different leadership.

One famous case is Ford, where a series of terribly clumsy cars had brought the company to the edge of bankruptcy [not for the first time] by the beginning of the 1980s. When Ford designers were asked if they themselves liked the cars they were working on, they were brave enough to say 'no'. When management, at last out of bad ideas to impose on the designers, asked them to please themselves, the result was the first Taurus and the rounded, aerodynamic cars that brought Ford back to fiscal health, however temporarily.

The amazingly advanced, cab-forward designs that revived Chrysler's fortunes not so long ago were all executed by the



same designers who had created the mind-numbingly boring square-cut K-car variants that had first saved Chrysler, then plunged it into the depths again.

Lee Iacocca, then Chrysler chairman, wanted the square cars, and got them. The public did not want them, and stayed away from the showrooms. That was certainly not the fault of Tom Gale, John Herlitz or Neil Walling, all of whom knew better but had their hands tied. Released when Iacocca retired, they created great-looking cars using the same hands and brains that had shaped the losers.

Young designers need to face the fact that creating a car is a huge team effort, and that the result of a great deal of give and take to form a wonderful shape and give it splendid mechanicals can still be stopped at the last minute by only one or two people at the top of the company.

That certainly is the practice

**Tom Gale and
examples of
Chrysler's K-car.
Buyers stayed
away in droves,
apparently. Can't
imagine why.**

that led General Motors down the slippery slope to near-disaster, and is key to why Bob Lutz ~ ex-Chrysler, ex-Ford, ex-BMW ~ has been hired as GM Vice Chairman: so that at least one top executive in the world's biggest manufacturing organisation knows what a good car is, and is not.

Mr Sunglasses, Ronald Zarella, has gone back to the optical lab after dropping GM sales 1% per year for seven years with his inept product choices, based on total ignorance of the market.

To cite another example of mis-synchronized and misunderstood cause and effect, take the case of Ian Callum, head of Jaguar design. Since he arrived in his post, the X-Type has come to market, a car he had absolutely nothing to do with, the Frankfurt Show RCoupe being the first car seen with his influence. Even next year's big car was well under way before



Carrying the Can



he arrived, so we do not really know what he will do for Jaguar, but he is held responsible for the work of his predecessor, good or bad.

Only when a designer has been in place for a long time, and only when they have worked under stable upper management that allows them to develop their ideas and the skills of the team, is it truthful or fair to make them personally responsible for the products the company makes.

Patrick Le Quement at Renault is one such design leader. Every car Renault makes now was created under his responsibility, and his Chairman, Louis Schweitzer, has given him free rein to do what he believes best for the company. If you like or dislike the Vel Satis, you know who gets the credit or blame. Hartmut Warkuss, at VW, has enjoyed the same kind of excellent long-term relationship with

Ian Callum and the X-Type Jaguar. Just a Mondeo in a 'party frock' or something more?

his strong-willed Chairman, Ferdinand Piech, and the successful and trend-setting cars from VW and Audi are the result.

Criticism is fair, but it is incumbent upon all of us to know who is really responsible for the object of that criticism. In an industry with long lead times and hundreds of people involved in the process of bringing a product to market, that is no easy task. So next time you are ready to charge a designer with a mistake, make sure you know whether he really did it, or is that person just carrying the can for someone else.

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Citroën's Gamble

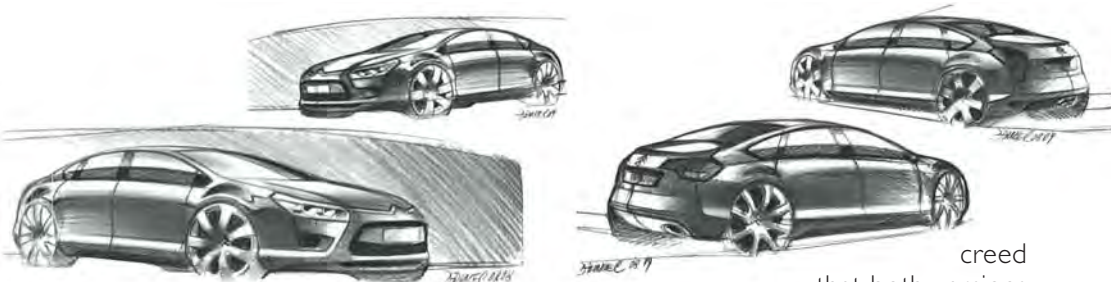
The M2 segment is one that many of the big names in the European market would like to dominate. It is a segment in which a marque must express personality, but without shocking a rather conservative clientele, and this is what made the design of the new Citroën C5 so challenging.

When the project for the

replacement of the C5 began, Citroën's Centre de Creation, headed by Jean Pierre Ploué since December 1999, was still in the process of being significantly restructured. The renewal of the C5 posed the marque with the typical midrange dilemma. This important segment for the European market is the subject of constant research, as the appeal of conventional saloons



Citroën's Gamble



continues to dwindle ~ but this is a well known phenomenon.

At the beginning of the X7 programme in 2003, the product managers were still undecided between a boot and a hatchback. Only one thing was certain, that the new car had to be more inspired in design than the existing C5. A group of about ten designers began producing the first sketches, and very soon, only half of these were still in the running. From the very start, the design management had de-

The style proposals by Domagoj Dukec, which influenced the final design.

that both versions of the car ~ saloon and station wagon ~ were to be developed together, and that the interior and exterior would be conceived in parallel, to ensure coherence and consistency in the finished product.

Olivier Vincent is one of the most prolific designers today, but back then, at the beginning of the Millennium, Citroën thought it needed more options than those offered by its own designers, and it still used the services of outside studios systematically. Citroën there-



The definitive theme for the style of the C5 in drawings by Domagoj Dukec, which were selected for development in 2004.

fore called upon Bertone and Makina. The Italian coach builder has enjoyed a privileged relationship with



Above and right: Additional proposals from Pininfarina, which was called in to give the ideas of the Citroën style centre something to be compared against. June 2004.

Below: 2004 ~ Citroën's proposals.

Below right: 2004 ~ Pininfarina's proposals.



ever, the overall treatment was deemed too rigid to fit in with Citroën's design language.

The London-based Makina studio was founded by

Citroën's Gamble



Left: Two images of the saloon based on Citroën's own proposal during development: the front is still rather aggressive, while the front quarterlight is also still present.

The third image is of the model selected for the next development stage, during which much of the work focused on the front lights.

Below: The definitive form presented at La Ferte-Vidame.

Michael Ani, who worked at the Volkswagen centre in Catalonia at the same time as Jean-Pierre Ploué. Makkina proposed a bold design, defined by a strong-willed face and an unusual solution for the rear screen.

In June 2003, the three proposals produced by Bertone, Makkina and Citroën were translated into 1:4 scale models. Bertone's model, however, was too distant from the spirit of the brand, while the proposal by Makkina lost its impact in the transition to three dimensions. In the end, the mock-up by Olivier Vincent was the most convincing of the three, especially in the graphic treatment of the rear, with a cleverly resolved continuity between the lights



Olivier Vincent was one of the most prolific designers in the formal conception of the nascent C5.

Above and left: The shape of the estate version, which prioritises dynamism over load capacity.

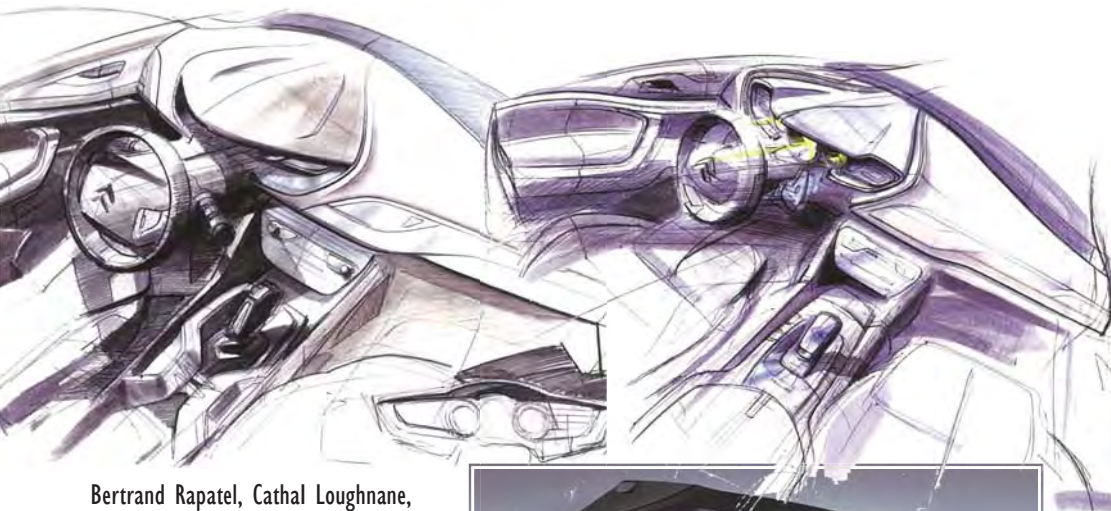


Left: In this solution for the estate version, the rear module is clearly dissociated from the rest of the car.

Below: The final solution chosen for the break version, featuring a more fluid design of the glasshouse.



Citroën's Gamble



Bertrand Rapatel, Cathal Loughnane, Leighanne Earley and Andreas Stump competed against one another for the interior design.

Above and right, some of the drawings and mockups produced during the study stage.

and screen.

A number of new drawings were then produced, with the proposals by Thomas Röhm and Domagoj Dukec introducing elements such as the interrupted rear quarterlight, the curved beltline and the sculpted flank without, however, refuting the original theme by Olivier Vincent, whereas the general idea for the volume moved towards a spacious cabin with a very cab-forward configuration.

The first full-scale model was produced at Velizy, where Citroën's design operations were still conducted pending the construction of the new ADN facility, which was inaugurated in



Left: Special attention went into the definition of the instruments, which were treated with jewellery references.

a front quarterlight necessary with, as a result, two A-pillars, posing the question of which of these should be painted.

In August 2004, the design was stabilising into what seemed to be its definitive guise, with bold traits like a concave rear screen, sculpted flanks and boomerang light clusters. It was now time for clinic testing to validate these choices with a non-professional public. Against all expectations, the reactions of the test public called into question the architectural decisions taken: the car looked too imposing and too heavy for the segment, it was perceived as a model belonging to a higher category, overstepping a psychological threshold that could have been a dissuasive factor for a proportion of the clientele.

The designers went back to the drawing board in the sum-

October 2004. The cars were sent to the brand's private circuit at La Ferté-Vidame, to evaluate the volumes in a real-world context. Doubts still remained about the glasshouse: extending the cabin forward had made



Citroën's Gamble

Above and right: Some of the proposals developed by Stile Bertone at the start of the project.



Below and left: Two of the drawings by Makkina, the British studio founded by Michel Ani.



mer of 2004, reducing the front overhang, abandoning the forward extension of the cabin and discarding the tailgate ~ something they themselves had actually wanted to do for some time. Nonetheless, Citroën management decided to call in Pininfarina, to seek confirmation of its choices and reassurance that there wasn't another direction available. However, the proposals offered by the coach-builder were not convincing enough, and were too Baroque and too far removed from the

spirit of the brand. A mock-up by Pininfarina was compared with the model by Citroën, but it was rejected immediately,

So, the design by Domagoj Duhec was further finessed, to give it, above all, a less aggressive front end. In March 2005, the team went back to La Ferté-Vidame, where a small studio was now up and running, allowing the designers to modify the design ~ softening a corner or straightening a line ~ in situ. During this latter stage, it was a more realistic resin model that



Left and below: some of the drawings produced by Olivier Vincent at the Citroën style centre.



was sent to La Ferté for evaluation.

The 'break' version was developed in parallel with the saloon, and the designers were initially offered a variety of themes to work on, from the more dynamic to ones expressing the space inside. A more dynamic direction was chosen, as it better complemented the three-box configuration of the saloon version and broke away from the excessively utilitarian appearance of the previous generation station wagon.

A very fluid looking solution for the daylight opening was chosen, rejecting proposals with 'add-on' rear quarterlights that created an impression of a separate module.

The project for the interior style, which was completed simultaneously with the exterior, initially explored four different directions proposed by Bertrand Rapatel, Cathal Loughnane, Leighanne Earley and Andreas Stump. The Rapatel proposal was selected as it offered a perception of pre-

Citroën's Gamble

mium quality in, for example, details like the treatment of the instruments, with references to watchmaking, and for clearly capturing the character of the future C5 in the choice of colour and trim, with contrasting effects created using darker and

lighter elements. Christophe Piat also worked extensively on defining the steering wheel boss, adding a decisive extra touch that testifies to the maturity of Citroën design.

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The key figures in the X7 project, left to right: Jean-Pierre Ploué, Domagoj Dukec, Olivier Vincent and Alexandre Malval.



30Years Smashing Cars

Taking stock of the past 30years of independent vehicle safety testing, ANCAP reflects on the vehicle models first rated when testing began in 1993.

Commonplace on Australia's roads at the time were the Ford Falcon, Mitsubishi Magna, Holden Commodore and Mazda 626 ~ just to name a few. These, together with the Honda Accord, Subaru Liberty, Nissan Pintara, Toyota Camry and Volvo 940 all featured in the first round of safety ratings released in 1993, in an effort to inform consumers about the safety features, or lack of, that were fitted to their everyday drives.

Known then as the New Car Assessment Program, or NCAP, its aim ~ which continues today ~ was to make safety as important to car buyers as engine performance, paint colour and external styling and comfort.

Back then, a single full-width frontal crash test at a speed of 56kph was the only test conducted, with just one of the nine models tested offering an airbag for the driver [Volvo 940]. The dominant, and in most cases the only, significant safety feature present in these vehicles was the standard seatbelt. Subsequently, the results of the initial round of testing were sobering.

In the early tests, the relative protection offered to front-seat



30Years Smashing Cars

occupants [driver and front passenger] was measured and performance published using a colour-code system representing the degree of injury risk:

- Red indicated serious injury [brain damage likely, chest compression >75mm, upper leg injury likely];
- Amber indicated moderate injury risk [brain damage possible, chest compression 50-75mm, upper leg injury possible];
- Green indicated minimal risk of injury [brain damage, chest injury and upper leg injury unlikely].

Star ratings were not introduced until 1999.

The Nissan Pintara, Holden Commodore and Honda Accord carried the highest risk of driver head injury. The Holden Commodore, Subaru Liberty and Mitsubishi Magna carried the highest risk of front passenger head injury. The standout performer was the Volvo 940.

Fast forward to today, a handful of the nine vehicle models that featured in ANCAP's inaugural 1993 ratings release and their current owners gathered at the Western Sydney crash test laboratory, Crashlab, last week ~ an opportunity to reflect on the significant progress seen in vehicle safety over the past three decades.

The omission of the most basic safety features Australian

motorists have come to expect 30years on was then put into tangible focus with the 1993 Mitsubishi Magna [TR series] crashed live in the presence of current 1993 model owners. The reality observed in their reactions:

'When I bought my car, I chose it because I thought it was bigger and stronger than a compact car. But seeing the results of this crash have made me realise that size and shape are somewhat irrelevant. What makes the difference are the safety improvements that have been introduced over time,' said Charlie Munns, current owner of a 1993 EB Ford Falcon.

Current owner of a 1993 Volvo 940, Stefan Bos, agreed, 'For me, safety has always been important. While my car is now 30years old, it was the safest of its kind in ANCAP's early test-

ing, and it's great to see the safety thread continue and improve and expand across different makes and models.'

Dummy injury measurements recorded during the live commemorative crash showed the driver of the 1993 Mitsubishi Magna ~ offering safety features and performance representative of most models available in Australia at that time ~ would face a high risk of serious or fatal skull fracture and brain injury resulting from hard contact on the steering wheel without the cushion of an airbag. High injury measurements were also recorded for the driver's upper and lower legs and pelvis, with moderate injury risk for the chest.

The rear passenger would also have sustained serious injuries ~ slipping beneath the lap portion of the seatbelt with

crash forces transferred across the abdomen.

'We've seen vehicle safety advance in leaps and bounds over the past 30years as a result of ANCAP's persistence and ability to influence consumer-driven change,' said ANCAP Chief Executive Officer, Carla Hoorweg.

'Our founders were originally met with strong resistance from vehicle manufacturers, yet today, they're the ones bringing forward new and innovative ways to prevent road crashes.'

'Back then, the cars we drove were just regular cars. We didn't think twice about what safety they offered, or didn't offer. Today, the Australian consumer is well-informed and empowered with the tools to make safer vehicle choices, and the age of your vehicle can make all the difference,' said Ms Hoorweg.

ANCAP was established with the support of 10 founding member organisations ~ the NSW Roads & Traffic Authority, VicRoads, QLD Department of Transport, SA Department of Transport, RACV, NRMA, RACQ, RAA, RAC and RACT. Today, ANCAP is supported by 21 member organisations from across Australia and New Zealand.

The safety features offered in the TR series Mitsubishi Magna were limited, with basic lap-sash seat belts fitted to the two front and two rear seating po-



30 Years Smashing Cars

sitions, and a lap-only seat belt fitted to the centre rear seating position. Airbags and other core passive safety features we've come to expect in today's cars were not available.

Dummy measurements obtained during the demonstration test indicated a high risk of skull fracture and brain injury for the driver, with hard contact on the steering wheel observed.

Forward movement of the driver dummy's head recorded an acceleration of 107G which is more than double the acceleration measurements we see in typical modern five-star vehicles ~ the difference between potential fatal injury and survivability.

In a modern vehicle, head injury is reduced by the airbag, in conjunction with reduced intrusion of the steering column and advanced seatbelts that control movement of the occupant.

The driver's chest recorded a

moderate risk of injury, though it is likely that the impact between the chest and the steering wheel was limited by the force sustained by the legs ~ reducing excessive forward movement of the driver dummy.

The chest was the only body region to score points [if using current ANCAP assessment criteria], scoring 1.63 points out of a possible 4.00 points for this body region, however, under current assessment protocols the chest score would be capped to 0.00 due to the high head injury risk, with the overall score for this vehicle limited to 0.00 points out of a total 16.00 points.

High injury measurements were recorded for the driver's upper and lower legs and pelvis.

The femur load on the driver dummy's left leg was recorded at 9.94kN which is approximately three times greater than the loads seen in current vehicle models.



There was a significant amount of intrusion in the driver's footwell, which led to high loading on the driver's left and right tibias [lower legs].

For the rear passenger, there was high loading of the chest from the seatbelt. 'Submarining' was also observed, with the lap portion of the belt slipping off the pelvis and into the abdomen.

The injuries recorded for the rear passenger would be likely to be substantially lower in a modern vehicle. A seatbelt with pre-tensioner and load limiter would better control the move-

ment of the occupant, while reducing peak loads to the chest. This, in combination with improved seatbelt geometry, would reduce the risk of submarining.

These results ~ either in isolation by body region, or in combination ~ are indicative of a very high risk of serious or fatal injuries.

The results from this test are not specific to this model. They are consistent with the results observed in early ANCAP tests across a range of new car models with similar basic safety features.

Looking Forward

The next 'Front Drive' will be published on February 5 and will focus on the GS. Common wisdom says about 2,500 were sold in Australia.

Did you own one? Do you own one? Why not make a contribution and send it to Leigh Miles at editor@citroendclassic.org.au by Sunday, 21 January. Got a picture that merits sharing? Send it as well.



Photothèque

This fantastic image was taken from a drone by Jason Belcourt. Jason is the son of Club members Kay and Rob Belcourt. The cars are [from bottom to top] Jamie's 1962 first front, Wayne's 1967 BVH and Tim's 1967 both second front, Daniel's 1972 and Robert's 1969 both BVH third fronts. The venue: opposite Villa Alba, 44 Walmer St., Kew

Melbourne-based friend of CCOCA and occasional contributor to 'démarrer' [although not a member of CCOCA], Roger Thiedeman, has passed on to us these images of a road accident in Ceylon [now Sri Lanka]. The source [Facebook, LinkedIn and

other places on the 'net] alleges that this 1910 image depicts the first road accident in that country.

Roger's eagle-eye has detected that the torpedo-bodied car is a Citroën. Clearly placing the accident after 1919 and almost certainly relegating it to a picture of 'just another accident...

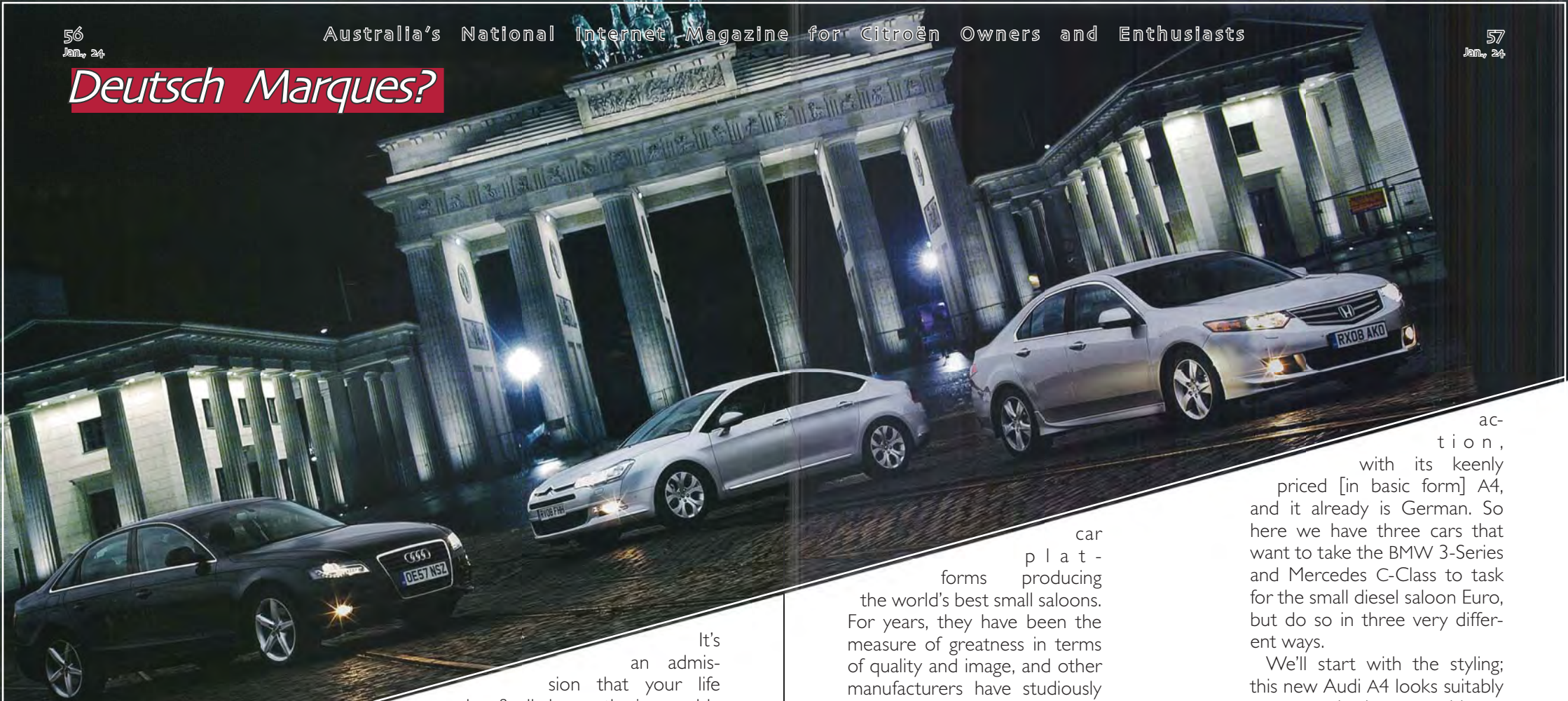
one of many'.

Would any member like to try their hand at identifying the exact model? Answers gratefully received.

Leigh F Miles



Deutsch Marques?



The purchase of a middle-market diesel saloon is like buying your first multipack of Marks & Spencer underpants. Part of your soul gets tithed to the Practicality God, who lies dormant inside your head until you reach 30 and then makes a devastating appearance, essentially manifesting itself as the irresistible urge to buy sensible trousers and absolutely anything with a Gore-Tex lining.

It's an admission that your life has finally begun the inexorable drop away from looking good at any cost to feeling comfortable ~ both financially and literally ~ if at all possible. Like a stout ladder, lump hammer or variable-speed hand-drill, the mid-range diesel is, by definition, a car that you buy to do a job, and not a car you buy to ponce around in. They are, we cheerfully assume, about as hip as a wheelie bin. Necessary and useful, yes. Sexy and desirable, no. German cars have always dominated this market, the downsizing of large-

car plat-forms producing the world's best small saloons. For years, they have been the measure of greatness in terms of quality and image, and other manufacturers have studiously ignored them in public, while gazing wistfully at their solid interior build quality and bulging order books in private.

But now, things have changed. Manufacturers are openly admitting their attempts at benchmarking their new cars against the premium German marques, Citroën going so far as basing an entire advertising campaign on their cloning of the qualities that make the Teutonic cars so desirable. There's a need to be keeping up with the Schmidts. Even Audi wants a piece of the

action, with its keenly priced [in basic form] A4, and it already is German. So here we have three cars that want to take the BMW 3-Series and Mercedes C-Class to task for the small diesel saloon Euro, but do so in three very different ways.

We'll start with the styling; this new Audi A4 looks suitably corporate in deep navy blue, a bit of LED twinkle in the headlights offsetting what is a fairly easy to assimilate taut Germanic shape, with big shoulders and a hunkered profile. It's handsome, but a little uptight. So far, so stereotype. The new Citroën C5, on the other hand, is currently making a huge play of its 'unmistakeably German feel' in every advertising hoarding on the face of the planet, but parked next to the deliberately staid Audi, it apes the heft of the A4's lines and then hap-

Deutsch Marques?

pily barrels off-message with a long nose, concave rear wind-screen and a suitably rounded Gallic shoulder shrug. It looks a bit overweight compared to the more muscular Audi ~ especially because the 17" wheels look tiny in the arches. It looks like its shoes are too small.

The brand spanking Accord is the newest of the cars here and retains the shape and proportions of the previous-generation car. Honda's 'Large Project Leader' [a job title rather than a description], Hiroyuki Ikegami's mantra was 'Evolution not revolution,' and it shows. This is a car that uses paper sharp creases, rather than the rounder shapes of the European cars. Everything tapers to a point, and there's a fantastic swoop through the headlights and grille. The rear three-quarter also catches your eye ~ the round shape of the wheel arch coming to blows with the flat plane of the rear bumper. The chin and side skirts look a bit stuck-on though.

The Accord certainly garnered the most attention as

we grumbled our little convoy through Germany in search of an ill-defined spirit of German-ness, even though I think few actually realised that it was the new car. Somehow the Audi makes sober progress wherever it goes, and the C5's cloning of the Fatherland's preferred shapes and default silver made it nearly invisible. At least the Accord stood out a bit. It's a strange thing, but even though as consumers we seem to be blind to the four-door saloon shape, there's plenty of genuinely pretty detail on all three cars, and it's unlikely that any will date badly.

So as far as the styling goes, all of these cars pass muster depending on your taste. And personal preference has plenty to do with it, because in every other respect, the trio are completely different. Take the interiors, for example. Inside, the Accord has gloriously bolstered and

comfy seats but a dizzying, button-swamped dash and wheel. It might feel well screwed together, but there are so many buttons to push and knobs to twist that Terence Conran would probably have some sort of fit just sitting in it.

The buttons control stacks of kit on this 2.2 EX GT, though: dual-zone climate that tracks the sun's position via the GPS to keep the interior at the perfect temperature, voice-activated pro satnav, Bluetooth phone kit that can track six different mobiles and store 10,000 phone numbers, rear-view camera, adaptive cruise, 10-speaker stereo ~ the works.

There are also some neat options. Honda has thrown the gadget gauntlet down and adopted a system called

ADAS [Advanced Driver Assist System] which includes CMBS [Collision Mitigation Braking System] and LKAS [Lane Keeping Assist System]. Should you be on the way to a frontal collision, CMBS will monitor the forward view via the ACC [Adaptive Cruise Control] and brake for you. It will also twitch the seatbelt three times to try to get your attention. LKAS will also monitor the road ahead via a camera mounted next to the rear-view mirror ~ but this time it looks for white lines. Should you cross without indicating, it will steer the car back into the middle. Don't think you can use it to drive though



Deutsch Marques?



~ If you take your hands off the wheel it switches off.

After the techno-infection of the Accord, the Audi feels like a pool of serenity. A resolved dash that integrates the MMI interface perfectly; buttons both where you expect and need them, without looking cluttered. This is a cabin that was designed when all the various bits were made for it, rather than added

in after the fact ~ which is exactly what the other two feel like. And even though the Citroën has improved its interior design no end over the old car, it's not quite as good as the Honda or the Audi ~ especially the odd colour combinations that Citroën seems hell-bent on using. It's worth noting that both the Honda and the Audi have MP3 player interfaces that can display and control an iPod's functions via their dash screens when the Citroën doesn't. During a 1,000-mile test, the little things start to matter. The Audi comes with a 2.0-litre TDI, the

other two with turbo diesels of 2.2-litre displacement, though the Citroën gets a pair of sequential turbos.

The Audi has the least power at just 106.7kW, but 320Nm of torque helps it to be the quickest of the three, reaching 100kph in 9.4 seconds. And it drives like it looks ~ precise, clean, sturdy-feeling. It has tidy, tactile steering, a notchy but accurate gearbox and a feeling that this was a car designed by people that like them solidly engineered. The mistake was sending the suspension engineers the same memo, because the A4 feels like they took 'solid' as a literal instruction.

possibly by shoving your spine up through the roof of your mouth. The pay-off is that when you start chopping from left to right, or loading up on a tight corner, the A4 never wavers. If you want a sporty feeling, the A4 has it in spades.

The C5, on the other hand, feels like it's at the opposite end of the spectrum. This 129.1kW, 370Nm 2.2 Hdi 'Exclusive' comes with adjustable Hydractive III suspension and rides feather-light in 'normal' mode.



The A4, on these optional 18" wheels, rides like it wants to hurt you,

Deutsch Marques?

Stiffen things up via the 'sport' button on the centre console, and you'll notice that body control is total, and the bumps you didn't think existed start show-



ing up through the seat base. Saying that, the C5 doesn't actively encourage you to drive it hard, preferring to cruise than charge around trying to scrape its wing mirrors off. The trade-off is steering that feels like it isn't connected enough to the front wheels and a general feeling of disinterest in thrill for thrill's sake. The engine is a lovely thing and the most powerful here, but the C5 weighs 1,729kg and takes 10.0seconds to get up to the 100kph benchmark so

it's not disguising speed with refinement ~ it just isn't that fast.

Which brings us to the Accord ~ somewhere in the middle of the two. It gets a revised version of the lovely i-CDTi called i-DTEC that's cleaner and less laggy. With 110.4kW and 349Nm it hits 100kph in 9.6secs and feels light. It's a good 150kg lighter than the Citroën, and that relates directly to the way it handles ~ the Accord feels nimble and spry, with a good spread of torque, a great gearbox and so-

so steering. It has superb levels of grip and copes with quick direction changes without getting thumpy like the Audi or floaty like the Citroën. The more you drive it, the more it impresses.

And then there's the pricing. Where a BMW 320d will set you back a basic of around £26k, the full-spec Accord EX GT comes in at £24,910, without the ADAS package, but that's a hell of a lot of toys. The Citroën, in 'Exclusive' trim weighs in at £21,400, but as tested here costs £23,900. The Audi, on the other hand, starts at £23,940 for a 2.0 Tdi SE, but spec it to the level of our test car and you're looking at nearly £32k.

It isn't odd that we end up talking about the money. Because there's value in every car here. Three cars that are all trying to conquer broadly similar hearts and minds, all engaged in a war for the same sector of financial real estate, and there's not a dog among them. To put that comment in perspective, there is something deeply satisfying about a car that does its job well, and having just driven nearly a thousand miles in the three cars here and emerged without backache, and having only used two tanks of diesel each [7.1L/100km apiece], there's a great deal to be said for the high standards of essentially average cars.



Deutsch Marques?



Intelligent and ergonomic interior ~ the traditional Japanese package.

The truth is that here we have three attainable motors that can stay the vengeful red biro of the bank manager if you're careful how you spec them, not get you knee-capped by the fashion police and their corduroy shot-guns or allow you to become a target of the self-satisfied smirking of BMW drivers and their rear-wheel drive. These are not amorphous lumps with all the character of a concrete paving slab and nor are they noisy, particularly wasteful or expensive. But they also aren't as good as a 3-Series or C-Class.

The Audi gets closest, the Accord is a generation or two away from greatness, and the

Citroën ploughs its own furrow off in left-field. The problem with all three is that they never feel as fluid to drive or steer as either the 3-Series or C-Class, never quite walk the tightrope of ride, handling, image, equipment and cost. If you're deciding between any of these and a Mondeo or a Passat, then you've got some serious thinking to do. But if you want a car that feels like a German, best save up and stick with an original.

This article, written by Tom Ford, first appeared in 'Top Gear' magazine and is taken from the Editor's archive. The Editor cannot confirm the original publication date.

Totally Traction

As you may be aware, the list of jobs that need doing on my Normale is growing faster than my ability to address it. It is now September and soon it will be 2024, which will be a big year for my Normale.

In theory, amongst other places, it will be taking me to the Traction's 90th Anniversary in Clermont Ferrand, Bayeux for the D-Day celebrations, the ICCR in Torun and Northumberland for the TOC rally and of course the CCCUK Rally. On top of that, if I don't fix a few things on my DS the Normale will continue to be taking me to work ~ if I actually have time to go to work, that is.

And so, of course I spent last weekend working on my Chrysler New Yorker so that I could take it to Brooklands' American Car Day. A minor concern was that only one of my Chrysler's brake lights works. The indicator works but the brake light does not ~ so

it is not the bulb. This logic is only relevant to cars that use, not just the same bulb, but the same filament for brake and indicator lights which of course means they are the same colour ~ red. The important thing is that the light flashes even if the brakes are applied. This is very typical of American cars ~ even now some are still sold with red rear indicators. When my Chrysler was built in 1959, it was the norm and it was legal in the UK until 1965/6 to sell new cars with red rear indicators. It is still legal to use them ~ if they work. Whether it is wise is a different question.

The American design saves a bulb and a lens, but it makes the wiring or switching more complex. I suspect the fault which stops my brake light from working is in my indicator switch. Separation of brake and indicator function is a good thing in my book. It makes fault finding and rectification easier, as well as allowing different colours for

Paul Bodium's
Légère.



Totally Traction

the different signals.

All Tractions were built before my Chrysler, and as they left the factory, the French cars may or may not have had indicators ~ and if they did, they came in a variety of designs. As far as I know, they did not adopt the American method. I believe that, if indicators were specified, they would be fitted by dealers, rather than at the factory, and hence there was quite some variety.

In the UK, 'all' Slough built Tractions were fitted with semaphore trafficators on the B-pillar. The French and Belgian cars did not use such things, often having some kind of orange light attached to each C-pillar in some random location and later on the front wings as well.

The trouble with semaphores is that, assuming they are not stuck or snapped off, being nei-

ther at the front nor the back they are not very noticeable. It is therefore quite common for additional indicators to be fitted to Slough cars. Of course it is also quite common for additional indicators to be fitted to French cars as they may have had none to start with or just the pig's ear type.

Paul Bodiam has recently acquired a nice cream Légère which is also so-equipped and also has additional front indicators. Peter Simper's red and black Familiale sports front indicators which are typical fittings to the top of the front wings on later French Tractions. It also has some quite unusual additional front sidelights.

But not everyone wants to add lights. In 2003, 'Floating Power' carried an article by the late Steve Shinebroom proposing a circuit design that result-

ed in the using the brake light filament, just like the American fashion. Instead of a really complicated indicator switch, the proposed circuit adds a relay. Letters were published in subsequent issues suggesting that red rear indicators were not a good idea in modern Europe as everyone expects an orange

Patrick Russel-Jones' ex-David Boyd roadster. Orange flashing tail indicators and no sign of a semaphore.

light. There was no controversy about converting the Slough cars' front sidelights to accept twin filament bulbs, resulting in white front turn signals.

My own Traction was fitted with pig's ear indicators at the rear, just like Paul's, with nothing at the front. Like many, I have added separate additional orange lights front and rear. I intend one day to wire in the pig's ears to the same circuits so they flash with the added lights. One day...

So ~ why the ' ' marks around 'all'? Which Slough cars did not have semaphore indicators in the B-pillars? The brochures for very early cars do not seem to have semaphores ~ and of course those without B-pillars would find it difficult.

The 1934 brochure technical section makes no mention of indicators for either saloons or roadsters. We must remember that the first publicity material for Slough cars was actually airbrushed and reversed images of French cars. Omission of Slough-specific features is likely just the failure to mention them. On the other hand, the 1935 road tests photos of real Slough cars show semaphores and I have not seen a Slough saloon without them.

Slough Faux Coupes are rare ~ I have seen precisely two in the flesh

The Légère's 'Pigs Ears' and a semaphore mounted in the scuttle, between the front door and the bonnet.



Totally Traction



This page: Four Traction cabriolets at the Jersey Rally.

Inset: The ex-Chris Goffrey Traction with its after-market semaphores.

Facing page: The oldest known Slough-built Roadster, a 1935 Super Modern 12, is owned by CCOCA members Graham and Margaret Tulett of New Zealand. The car featured in the October/November 2021 edition of 'Front Drive'.

Below: Does anyone really remember these hand signals? These are those used in the UK.



and a photo of a third. They all have semaphores just behind the side windows ~ can you call it a B-pillar in a Faux Coupe, or do you jump straight to C?

By 1939 the brochure shows a Roadster with semaphores fit-

ted in the A-pillars between the doors and the bonnet ~ where they are probably even less noticeable than the saloons'.

And yet it is not that simple because almost none of the roadsters I know of show any signs of having ever been fitted with semaphores ~ and therefore presumably had no indica-



tors whatsoever [other than the arm out of the window type ~ who remembers how turning left is indicated with your right arm? Is that still part of the driving test?].

All of the above was prompted by seeing Patrick Russell-Jones' ex-David Boyd roadster which is the only roadster that

I have noticed with semaphores in the A-pillar. Patrick brought it to the French Car Day at Brooklands a few weeks ago. When I saw them, I assumed they were an after market addition but the contemporary publicity photographs of Slough roadsters show them exactly as on Patrick's car.



Turn left



Turn right



Slowing

Totally Traction

I've seen this car before and not noticed the semaphores ~ nor did I notice them on Walford Bruen's roadster in Devon earlier this year ~ but when I look back at my photos, there they are. Of the Slough built roadsters that I know of, two have A-pillar mounted semaphores and four don't. Could you order them as a dealer fitted option?

A little while ago, James Walshe of 'Practical Classics' asked me to put him in touch with an owner who could make a Traction available for an interview with Chris Goffey of old-style 'Top Gear' fame. Jonathan Howard volunteered, and the article has now been published. Chris is a former owner of two Tractions, one of which sports a set of aftermarket semaphores. This two-tone yellow car is still around and belongs to a TOC member in Kent.

I am grateful to Andy Burnett for sending me a centre boss for my steering wheel. My original kept falling off and has become lost ~ I assume the thread got damaged. Maybe someone didn't know it was supposed to unscrew ~ maybe that someone was me. I don't remember.

The replacement is secure and looks good but shows up the rest of the wheel. As previously mentioned, I will be removing the wheel and using a spare provided by Tony Stokoe, to whom I am also grateful.

I needed to make a trip to Bristol and beyond last week. I'd been in Asia the previous week and neither the DS nor the Chrysler were in a fit state to make the journey ~ so off I went in my trusty Normale for a 480km round trip. It cruises at 95kph so journeys take a little longer than in the DS which will cruise at 110 or so. Everything went fine and my Somerset colleagues were quite pleased, but mainly surprised to see it in the work's car park. I had to make some calls on the way back ~ hands-free of course ~ which made the journey pass quicker. So quickly in fact that I completely failed to notice the M25 which should have been my exit. I must have made this journey about 400 times and this is the first time I have made that mistake. I only realised when I saw a sign welcoming me to the newly extended ULEZ [Ultra Low Emission Zone] area which is inside the M25. 'That's odd', I thought, then the penny dropped Did I care? Well, I did care that I had to drive all the way to Chiswick before I could turn around but it was quite nice that I already knew my Traction to be ULEZ exempt, otherwise my lack of attention would have cost me £12 on top of the extra three quid it did cost me in petrol. The Traction Avant is truly a go-anywhere car.
Chris Bailey

Flèche de Direction



Down yet another 'rabbit-hole' in pursuit of flèche de direction.

Above: The image which set me off down the semaphore 'rabbit-hole'. It shows 'Red' Dellinger's nephew, Brad Nauss, at the wheel of Mme Michelin's 15-Six Traction cabriolet while in the possession of 'Red' Dellinger in Pennsylvania, USA. French-delivery car: no semaphores.

Below and inset: Following the restoration to 'original condition' [although not original colour] Mme Michelin's cabriolet now sports 'flèche de direction' behind the doors.



Flèche de Direction

As with anything to do with a Traction... actually, I sometimes think it is not just Tractions that provide rabbit-holes down which one can travel... but I digress. As with anything to do with Tractions, not everything you see is necessarily as it seems. Semaphores, or *flèche de direction*, are no exception.

What first sparked my interest was a photo of Mme Michelin's 15-Six Roadster of 1939 which appears in Jon Presnell's book 'Citroën Traction Avant' of 2005. There are

In 2016 Mme Michelin's cabriolet was put into the Sotheby's auction at Monaco. The pictures here are of the car as it was presented for auction... in 'original condition'. Well, except for the colour, which was described as 'contemporary'. [Images: Sotheby's]

many pictures of this famous car on the internet as well.

The copy accompanying the image states, 'it is safe to say that the only irrefutably genuine 15-Six roadster is the former Mme Michelin car, which spent many years in the US and whose provenance is known: it is now in the hands of a Dutch collector, and has been restored to its original condition.'

The vehicle went to auction at Sotheby's in 2016. While it failed to sell, the notes accompanying the car state that, 'It was outfitted with sever-

al unique and special features, such as a retractable armrest in the back of the seat, a deeper glovebox than standard, a 75-litre fuel tank, and trafficator-style turn signals. In addition, it was finished in green with plum leather upholstery.'

The trafficators are situated behind the doors, where they would be even less useful as an indicator of the driver's intentions than forward of the doors, as in the images in Chris Bailey's article!

The car's first American owner, Richard Haynes, had the car's

history fully researched and fitted a chrome radiator grille, straight bumpers and had the car refinished in metallic gold. Images of the car when in the States, both during, and subsequent to, Haynes' ownership do not appear to show any semaphores.

After Haynes, died the car passed into the ownership of his son who, if the reports on the internet are to be believed, lost it in a game of cards to Augie Pabst. Pabst was the owner of a brewery in Milwaukee. Pabst later sold the car to Donald

These pictures were taken by George Dyke and show the car when it was in the ownership of Douglas 'Red' Dellinger. The letters 'RHH' below the chrome strip reference its previous owner ~ Richard Haynes. No sign of a semaphore! [Images: 'Red' Dellinger, via Ronnie Kienhuis and Citorënvie]



Flèche de Direction

'Red' Dellinger.

In 2008, George Dyke, of Citroën Autoclub of Canada, interviewed 'Red' Dellinger for their magazine. During the interview, Dellinger commented that the car had a lot of *'special things; it had a bigger fuel tank. If you know the car there were a lot of things on the frame and the suspension that is [sic] completely different from the normal Fifteens. The torsion bar, the control arms, all that stuff is different.'*

No mention of trafficators or semaphores. Indeed, George has confirmed to me that he

has no recollection of there being semaphores on the car when he saw it.

The car returned to Europe in the ownership of Dutch Collector, Nico Michon, in 1997. Michon painted the car 'frog green'. At some point in time, the car was sold to a German collector who once again painted the car: this time in what Sotheby's described as a 'contemporary colour and trim.'

Three owners... [there have been at least eight, including Mme Michelin], three different colours. But the 'original' trafficators only seem to appear on the green [restored] versions.

Now, those of you who are as 'nerdy' as yours truly, might have flicked back to last month's

This Slough-assembled faux cabriolet is fitted with semaphores mounted in the roof, behind the doors. [Image: James Geddes]



magazine which featured a very high resolution image of a French Traction Cabriolet with the two pedal cars made for the Princesses Elizabeth and Margaret. There is no sign of a semaphore: not on the real car and not on the highly modelled toys.

Furthermore, there are no signs of semaphores on the cars in the famous 1934 drawing of [almost] the full range of Traction models from 1934.

In Jon Pressnell's book 'Citroën Traction Avant', I found an image of a Slough-assembled faux cabriolet with the semaphore mounted behind the glasshouse. Unfortunately, that image is not of sufficient quality for reproduction, but I located another image on-line [the Facebook account of James Geddes a UK-based Citroën repairer] which appears on the preceding page.

But it was not just British-delivered cars which were fitted with semaphores.

For a time, the Traction was made in Citroën's factory at Cologne. Established in 1927, Jon Pressnell notes in his book that the Cologne works became the most integrated in terms of local content of all Citroën's overseas plants, with a claimed 95–96% of the Rosalie being German-made by 1933, including engines produced by Siemens and the chassis by Krupp.

With the Traction, the 'All

German' policy was modified and when German assembly began in August 1934, the engine and transmission came ready-assembled from France. In a bid to counter import duties, the bodies were pressed in France from German steel. The Germans did not approve of this 'lurk' and still required full duty to be paid. Pressing was moved to Ambi-Budd in Berlin, but the German pressings were of relatively poor quality and required considerable hand-finishing. The Cologne factory was put into liquidation in late 1935 after building 1,034 7s and 800 11s. How many of these used German pressed bodies is not clear. The German pressed bodies have a different pressing around the rear window.

But the point of all this preamble is to provide background to the Cologne-built convertible-saloon where the semaphore is just discernible, recessed into the scuttle. The other image is of a four-door 'Cabriolet-Limousine' which was a catalogued Cologne model available as a 7, 7 Sport or an 11. Once again, the semaphore can be seen, in this instance more clearly, forward of the front door.

Danish-built cars also had semaphores. The factory in Copenhagen assembled the Traction from CKD packs sent from France. Production commenced in September 1934,

Flèche de Direction

with the first car registered on 30 September of that year. The cars were trimmed in Denmark, using the same types of material used on French-built cars, while locally sourced equipment included the electrical system and bumpers. Detail differences Jon Pressnell reports included 'traf-ficators on the scuttle, a radiator blind, a water temperature gauge and a stoneguard behind the grille.' The presence of semaphores continued after the war, when French-built cars

were fully imported, although they were soon replaced by flashing indicators.


The Danish plant also offered a Traction-based van in two slightly different forms. Post-war, the Danish government restricted the sale of private cars, but it was easier to obtain approval to buy a 'commercial' vehicle, and Paris approved the conversion/construction of a Danish-designed, Onze Légère-based delivery van. While the brochure for these vans does

A Cologne-assembled Cabriolet-Limusine with its semaphore clearly visible on the lower scuttle. [Image: Immo Mikloweit archives]

The second image, also of a Cologne car also shows a convertible saloon with the semaphore just discernible. [Image: Daniel Erberli]




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Above: An image from the Danish sales brochure for their Traction-based van. For the benefit of anglo-phones the Editor has translated the advertising copy. These images of one of the three remaining Danish van conversions appeared in 'Classic & Sportscar' magazine. [Images: 'Classic & Sportscar']



Flèche de Direction



Above: This image, from Daniel Eberli's website is one of two images of a 1948 II BL with the left-hand 'winker' clearly visible.

Below and inset: Daniel's Traction with its semaphores clearly visible. His car also has flashing indicators atop the guards following 'dangerous happenings' due to the difficulty of being able to see the semaphores. [Images: Daniel Eberli]



not show semaphores, they were actually installed as an external fitting on the vehicles.

While researching this article, I also came across the image below of a French-built, Swiss-delivered Traction. It is a 1948 II BL and is featured on the website of Swiss Tractionist Daniel Eberli. Daniel notes that 'specialities to be seen: The winkers [indicators] in front of the front door, the wind defectors [a much sought after accessory nowadays].'

Daniel told me that in Switzerland yellow-red semaphores

or 'winkers' [as they are known in Switzerland] became compulsory from 13 November, 1937. As the Tractions produced in France only got blinkers after June 1952 [Sources: 'Toutes les Citroën' and 'L'Album de la Traction'], cars sold in Switzerland were equipped with semaphores. Most commonly these were made by Scintilla [a Swiss brand later part of the Bosch group] and mounted quite low on the scuttle. Other brands were produced by Lucas, Bosch, Marchal, Klaxon to name but a few.

Of course, and I have to admit that it did not occur to me, these rules mean that Traction Arrière vehicles in Switzerland were also fitted with semaphores. Daniel also provided us with some super images of rear-drive Citroëns fitted with 'winkers'. Leigh F Miles



Flèche de Direction

In pulling together this article I made contact with Daniel Erberli and with Immo Mikloweit. Immo Mikloweit was born in Greifswald in 1945 and moved with his family to Cologne as early as 1948. As the son of a mechanical engineer, he was born with a passion for automotive engineering, and in the 1950s he already explored the site of the Citroën assembly plant, which had been destroyed by bombing in 1944. Later, the master car mechanic worked at the Citroën plant in Porz-Westhoven and held various positions there, including technical plant manager and was involved in setting up the Citroën customer service organi-

zation and Citroën construction consulting in the new German states.

In 1983 he founded the Cologne Historical Aircraft, Motorcycle and Motor Vehicle Picture Archive & History Workshop



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Die Erfüllung des Wunschtraums erfahrener Automobilisten

Immo Mikloweit'. Since 2008, he has been chairman of the Automobilhistorische Gesellschaft eV headquartered in Cologne. Immo Mikloweit continues to be loyal to the Citroën company and has been involved as a press and public relations consultant since 2009.

As part of my email trail with Immo he sent me a significant amount of information about Citroën's plant in Germany and this will form part of a future edition of magazine.

Unfortunately the pictures on these pages arrived after I had completed this edition of 'démarreur' and are therefore separate from the main article.

The photographs Immo has generously supplied to us detail the presence of semaphores on the German-built 'Citroën

Front'. Immo was very particular in pointing out that Cologne-built cars were called 'Citroën Front', rather than by the French descriptor 'Traction Avant'.

Clearly the colour image is of recent vintage but the black and white image of a proud family with their Traction clearly shows the semaphore mounted low on the scuttle.

The 1934 advertisement for 'the big bother to the Citroën 7' also shows the trafficator.

Interestingly the other [1935] advertisement does not depict this unique German feature. Having said that, it being 'merely' a drawing of the vehicle rather than being based on a photographic image the failure to show all the car's details is probably unsurprising.

Leigh F Miles



Die Fabrikanlagen in Köln-Poll

Acht Tatsachen für den Auto-Händler

1. Das Verkaufsprogramm (Alle geschlossenen Modelle 4-türig)

Als Vierzylinder 6/32 PS, Modell C 4:

Luxus-Limousine, 4-5 Sitze
Luxus-Limousine, 6-7 Sitze
Luxus-Limousine, 6-7 Sitze, mit Tonnendeck
Luxus-Limousine „Sonderklasse“, Fullman, 4-5 und 6-7 Sitze
Luxus-Cabriolet, 4 Sitze, 2-türig
Dresdener-Landauer
Fullman-Landauer-Dresdner
Nutzwagen-Fahrgestell, Nutzlast 800 kg, mit und ohne geschl. Führerhaus
Nutzwagen-Fahrgestell, Nutzlast 1000 kg, mit und ohne geschl. Führerhaus
Kamervagen, Nutzlast 1000 kg
Planwagen, Nutzlast 1000 kg

2. Die Einkaufsfinanzierung

Citroën Sonderkredit stellt eine äußerst günstige Form der Einkaufsfinanzierung dar. Unabhängig von fremden Finanzinstituten kann der Citroën-Händler sein Optimum an Verkaufserlösen ausnutzen, ohne sich Kreditstil zu überlassen.

Als Sechszylinder 10/45 PS, Mod. C 6:

Luxus-Limousine, 5 Sitze
Luxus-Limousine, 7 Sitze
Luxus-Limousine, 7 Sitze, mit Tonnendeck
Luxus-Limousine „Sonderklasse“, Fullman, 5 und 7 Sitze
Luxus-Cabriolet, 5 Sitze, 2-türig
Dresdener-Landauer
Fullman-Landauer-Dresdner
Nutzwagen-Fahrgestell, Nutzlast 1000 kg, mit und ohne geschl. Führerhaus
Kamervagen, Nutzlast 1000 kg
Planwagen, Nutzlast 1000 kg



3. Die Verkaufsfinanzierung

Citroën eigene Verkaufsfinanzierung, eine Verkaufshilfe — keine Kreditquelle, bietet der Kundschaft zu vorteilhaften Bedingungen besondere Zahlungsweisen. Der Teilzahlungskredit über 4-18 Monate mit Auszahlungen schon ab 1000 Reichsmark richtet sich an weite Kreise künftiger Automobilbesitzer.

4. Der Wagen ist leicht verkäuflich

Es gibt keine andere europäische Automobilmotors, welche die Verkaufszahlen Citroën erreicht.

5. Die Kundschaft ist zufrieden

Klienten in Europa mit seinen schwingenden Absatzverhältnissen Citroën der meistverkaufte Wagen sein, wenn er nicht Hunderttausende zufriedener Kunden heute ab 1934 ist der günstigste, zuverlässigste Gebrauchswagen, der bei mäßigen Anschaffungskosten Komfort und Behaglichkeit des neuen Luxuswagens erreicht.

6. Der Werbedienst

Citroën großzügigster planmäßiger Werbedienst führt den Händler seine Kunden zu. Die besterprobten Methoden moderner Automobilwerbung können eine ständig wachsende Nachfrage.

7. Der Kundendienst

Der Citroën-Händler ist der Citroën-Kundendienst die beste Unterstützung bei der Fertigung seines Kundendienstes.

8. Billige Ersatzteile

Citroën Ersatzteile sind billig. Ein Vergleich zeigt, daß sie in den meisten Fällen die billigsten der Marktes sind. — Bestellungen werden promptest erledigt, größtmögliche Annehmlichkeiten in kürzester Zeit. — Standard-Lager: verschiedene Größen sind für den Citroën-Karosse stets vorhanden.

1935

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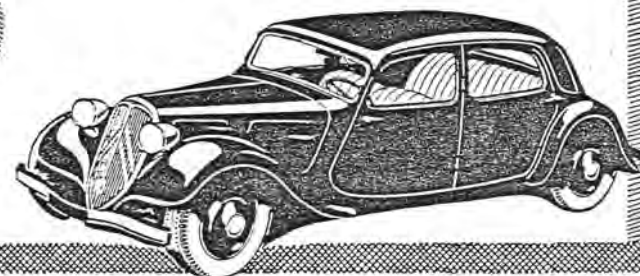
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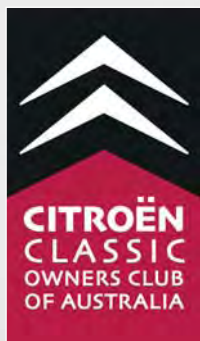
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