



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



*Australia's National Internet Magazine
for Citroën Owners and Enthusiasts*
démocratie

*October 2020 Vol 1 No 2
Trucks and the Tour de 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.

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:

Sue Bryant	2017
Brian Wade	2017
Rob Little	2012
Ted Cross	2012
Peter Boyle	2003
Jack Weaver	1991
Nance Clark	1984

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.

Club permit renewals can be sent to PO Box 52 Balwyn, Victoria. 3103 with a stamped return envelope or signed at club meetings/events if the appropriate officers are present.

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Membership

Annual Membership is \$35.

Meetings

Club meetings are held on the fourth Wednesday of every month [except December] at 7:30pm. The venue is the Frog Hollow Reserve Rooms, Fordham Ave., Camberwell.

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Note new
email address

Cover Image

The cover image is taken from the website www.en.typeh.eu/ where you specify and order your brand new Type H van..

Deadline

The deadline for the next edition of 'démarruer' is Monday, December 14, 2020. The deadline for the next 'Front Drive' is Monday, November 16.

FOR SPARE PARTS & TOOLS
Contact Lance Wearne.
Phone: 0424 054 724 [if
your do phone, please do
so at a reasonable hour] or
spareparts@citroenclassic.org.
au

CLUB SHOP
For Citroën models,
memorabilia and other items
contact Kay Belcourt at
clubshop@citroenclassic.org.au

OTHER CLUBS
VIC www.citcarclubvic.org.au
NSW www.citroencarclub.org.au
QLD www.citroenclubqld.org
SA www.clubcitroensa.com
WA www.citroenwa.org.au
TAS www.citroentas.org

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Contributors

Contributors to this edition of 'Front Drive' include Alan Brown and Andrew Cox.

Ed Sed

No, it is not 'Front Drive', it is 'démarrreur'. 'Starter' in French. We put our toes in the water a couple of months ago when we sent out what was described as a 'supplementary' edition of 'Front Drive'. We saw this as a way of providing you with something a little extra during these difficult times.

I have decided to continue the idea. But to ensure there's no confusion between the editions of 'Front Drive', which a percentage of you have elected to continue to receive in hard copy form, and these soft copy only extra magazines, there is a new title ~ 'démarrreur'.

Don't worry, there will still be six hard copies of 'Front Drive' posted out. 'démarrreur' is additional.

Whether you get 'Front Drive' by post or email, you will also receive 'démarrreur' if we have your correct email address.



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We were watching a little TV the other evening... and right now we, in common with many others, are watching a good deal more TV than we used to and a promotion for the Tour de France appeared. Needless to say the fact that the vehicle sponsor of this very French of sporting events is Skoda was not just a shock, it was a disappointment. I remembered that in the past Citroën has had a very close relationship with sport in general and cycling in particular.

Of course the brand has enjoyed a long, and very successful association with rallying, but I am excluding that field. Tomes and tomes have been written over the decades. If you want to know more about Citroën's rallying history, contact the Club's new Librarian [Max Lewis] and see what he has on the shelves.

But, it is not just the direct sponsorship link that came to mind. Over the years in the pages of 'Front Drive' I have seen [indeed I have probably published] images of Yvette Horner.

Her association with the Tour began in 1952 when the Calor company, sponsor of the Tour de France, offered her the opportunity to join the race, launching her career. She played on a podium at the finish of each stage. Wearing a sombrero and perched on the roof of a Traction Avant dec-

As you know the club has been prevented from running normal events.

In Melbourne we have been limited to 'stay at home within a 5kilometre perimeter', but there have been some benefits as well. Getting back to basics and looking after family and friends have been a priority. Leigh has been giving you bonus electronic magazines, and here is another one.

We will continue to trial monthly Zoom club meetings. Last month we had club members join us from South Australia, Victoria, Tasmania, New South Wales, Queensland and the UK. It was great, and I would love to speak to more people at our October meeting.

When most people think of Citroën as a marque, they usually think of the signature models like Traction, DS, SM and 2CV, but Citroën is much more in Europe. It is imbedded in the French culture, beginning with street signs donated by Andre Citroën in the 1920s, Citroën taxis, the Eiffel Tower publicity, and of course a vast range of Citroën commercial vehicles. For many years Citroën was synonymous with the Tour de France as the official support vehicles. There are many examples here in Australia as well, if we count the Camions and Camionettes that were imported since the early days of

Prez Sez

Citroën in Australia.

I recently wrote to you all about the coming changes to the running of CCOCA, which has largely been prompted by restrictions we have all faced throughout Australia. Ian Macdermott has also followed up with a letter seeking your preference for a hard [paper] copy of the magazine, or to continue with the electronic format. The choice is yours, but please let Ian know as soon as possible. These changes are proposed to start rolling out from November 1, 2020. The overall effect of these changes will return unspent membership fees to the members in the short term and will rationalise our range of ongoing services and fees.

CIT-IN in 2021 at Bendigo is still on track. We have early registrations in place, and our recommended accommodation already has 65 people booked in. You do

Continued on page 7



Ed Sed

Continued from page 4

orated in the Suze brand colours of yellow and black, serenaded onlookers. She repeated this in the following years, accompanying the Tour de France a total of eleven times, from 1952 to 1963. Suze is a Swiss bitter aperitif now owned by Pernod-Ricard.

But that brought me to the other side of sponsorship. Citroën had no relationship with Suze, but Suze recognised the quintessential Frenchness of not just the Citroën brand but the Traction Avant: Yvette could not be seen atop anything BUT the Traction Avant! [Actually, I have since discovered that in 1952 she was atop a Ford Vedette!]

Citroën bodies underpinned promotional vehicles used

You Sed

In the last 'bonus' edition I wrote about style and design. That prompted club member Max Lewis to write...

A good article Leigh.

Style to me is say Art Deco and the designs are too numerous to list but Lalique glassware would encapsulate it.

The real beauty of the three iconic Citroëns... the Traction, the 2CV and the D family is not the style as much as the design.

Each of these models had, un-

around the Tour de France for decades. And that is the prime focus of this Supplement edition.

I hope you enjoy this little detour into an off-beat part of our brand's history.

Perhaps a little more 'serious' and certainly less commonly featured in Citroën publications is the marques oft-forgotten history in trucking. My predecessor, Russell, touched on the subject in Volume 43, No 05 when he focussed on Citroën's diesel heritage. But, here we really do some serious digging!

Did you know that it was once possible to buy a hydro-pneumatically suspended, hydro-pneumatically braked truck? I certainly didn't.

Enjoy

Leigh F Miles ~ Editor

der the beauty of their style, a great leap forward in engineering excellence.

This is the true value of the three.

The outside metal, the style of the bodywork is really no more than a titillating vision.

The Traction introduced many new features from the mid '30s which were world beating but her style, while not diminishing from its overall success, was not

Continued on page 7

Prez Sez

Continued from page 5

not need to pay for accommodation until a week before the event, but you do need to register very soon if you want the discounted early bird fee. There will be a generous refund policy soon, and we are confident that the event will take place. See details elsewhere in this magazine. If we need to limit numbers attending, closer to the event we plan to give priority to the people who have booked early. We particu-

larly wish to see many CCOCA and CCCV members supporting our own national event.

Please do consider joining us afterwards for the post CIT-IN tour, which has been organised by Brian James. This tour will showcase fantastic parts of Southern Victoria, and Helen and I are personally looking forward to attending. It will be great to be on the road again in our Citroën of choice.

Cheers,

Ted ~ President

world shattering but different.

The Traction could handle, drive over rough roads like no other and all with front wheel drive.

An incredibly safe car for its time... head and shoulders above the others.

The 2CV: while its style is one only a mother could love, its mechanics were a tour de force. From a sophisticated tiny engine on a light body a whole new idea of motoring was born... after all Citroën made millions of them.

The D family again was a massive foray into mechanical/hy-

draulic sophistication and again it took the world by storm and turned upside down the dowdy horse and cart opposition.

This was all wrapped up in a style that will remain, as it was at its introduction, a timeless, timeless iconic beauty.

A very successful marriage of style and design.

Of the three, the D would be the gold medallist but would be sharing that position on the winners podium with her kith and kin.

Regards,

Max Lewis

A-Tractions

Please note: As a result of the uncertainty surrounding future restrictions due to Covid-19 please check the Club's website for the latest information or contact the organiser prior to travelling to any event that may be listed.

• OCTOBER

October Club Meeting; Zoom Informal Meeting

WHEN: Wednesday,
28 October

TIME: 7:30pm

WHERE: A computer screen
near you

After the success of our Zoom meeting in September we will do it all again in October.

Note that the meeting time has reverted to the 'normal' club meeting time of 7:30pm, AEST. We hope that this is little more convenient for members in other time zones than the previous 6:30pm start.

On Wednesday afternoon Tim Cottrell will email you a link to the Zoom meeting space. So grab a refreshment, maybe your latest Citroën model, book or story to share and chat with CCOCA members all across the country ~ and indeed internationally.

• NOVEMBER

November Club Meeting; Zoom Informal Meeting

WHEN: Wednesday,
25 November

TIME: 7:30pm

WHERE: A computer screen
near you

On Wednesday, Tim Cottrell will email you a link to the Zoom meeting space. So grab a refreshment, maybe your latest Citroën model, book or story to share and chat with CCOCA members all across the country.

• DECEMBER

A Very CCOCA Christmas BBQ



WHEN: Sunday, 13 December

TIME: 12:00pm

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

COST: Free

BOOKINGS: Essential by Monday,
7 December [see notes below]

BRING: Everything for a picnic/
BBQ

CONTACT: Lee Dennes,
04 3828 6181

l.dennes@bigpond.net.au

All information below is based on current COVID-19 restrictions. You will be notified of any updates accordingly.

The Club rooms will NOT be accessible due to restrictions on social distancing.

- Bookings for this event are essential, due to attendance numbers being limited by the Covid restrictions.
- You will be required to provide a phone number, and email address for each participant when making a booking.
- You can register by email to l.dennes@bigpond.net.au with the subject: CCOCA BBQ.

Chit Chat Tuesday

WHEN: 1st Tuesday
3 November
1 December

TIME: 10:30am

WHERE: Provedore Café,
McCrae

COST: Cheap Eats

BOOKING: Not required

CONTACT: Warwick
Spinaze
04 0701 6719.

Provedore Café, McCrae Plaza, cnr Lonsdale St & Pt Nepean Rd, McCrae Easy to find, plenty of parking, under-cover seating if weather wet. This is a low key 'DIY' event for like minded Citroën owners to meet and chat.





BENDIGO IS PART OF VICTORIA'S HISTORIC GOLDFIELDS REGION AND IS A TOURIST DESTINATION. THERE WILL BE PLENTY FOR ALL TO SEE AND DO INCLUDING HISTORIC TRAMS, CHINESE INFLUENCES, THE POPULAR BENDIGO FESTIVAL AND THE CHINESE DRAGON PARADE.

WHILE CIT-IN WILL BE CENTRED IN BENDIGO, AS PART OF THE PROGRAM YOU WILL ALSO VISIT SOME WONDERFUL HISTORIC TOWNS IN THE DISTRICT.

Distance from Bendigo

- Melbourne 153 km • Adelaide 614 km
- Canberra 620 km • Sydney 836 km
- Hobart 871 km • Brisbane 1,599 km
- Perth 3,316 km

The National CIT-IN April 2021, jointly organised by cccv and ccoca, will be held in the beautiful country town of Bendigo. The program and application form have now been posted on the CCOCA Website www.citroenclassic.org.au. As you know there will be a rush for holiday accommodation when the lock down restrictions are relaxed so you need to book ASAP as our reserved accommodation may only be held until the end of July so please book well in advance. Accommodation is

limited so please get in quickly. Book by phone or email only and mention CIT-IN to receive group rates. If you try to book online it could appear booked out or higher prices will be listed.

Here is a sneak preview of the event program.

Friday 2 April

- Registration at All Seasons Resort, 171 McIvor Highway, Bendigo 3pm ~ 6pm.
- Welcome reception including generous supper 6pm ~ 10pm.

Saturday 3 April

- Show & Shine, Bendigo Festival, catered lunch at the festival.
- Spit-roast dinner with country theme.

Sunday 4 April

- Observation run visiting historic towns in the region, picnic lunch.
- Formal dinner at All Seasons Resort.

Monday 5 April

- Full buffet breakfast at All Seasons Resort
- Farewell

Venue

All Seasons Resort Bendigo. www.allseasonsbendigo.com.au [03] 5442 8166

Accommodation

The resort has excellent rooms at competitive rates negotiated for the conference ~ but book early and mention CIT-IN for special rates. Alternative accommodation includes to Big4 Caravan Park about 3kilometres away.

Cost [per person]

Early Bird [before 31.12.20] \$260
Later bookings

[01.11.20 - 31.10.21] \$275
Just in Time
[01.11.21 - 20.02.21] \$290
Age 5 - 18yrs 50%

Information and application forms

www.citcarclub.org.au
www.citroenclassic.org.au

• It is important to remember this event is co-hosted by CCCV and CCOCA and by mutual consent and for accounting purposes all payments should be directed through the CCCV website. There will be more information coming soon from CCOCA.

This will be the first opportunity to enjoy the first post COVID-19 national meeting and we strongly recommend this event is supported by all CCOCA members. There is a possibility that the event may

need to be modified closer to April but we are confident it will be substantially as displayed. We will keep you all informed.

Regards
Ted Cross ~ President,
on behalf of the CCOCA committee

Cancellation & Refund Policy
It is the organisers' intention that wherever possible a full refund of the registration fees will be provided up to 21.02.2021. However, after 21.02.2021 if you decide to cancel your registration then your refund cancellation fee will be \$25.00 per person. Please be further assured that every request outside of these guidelines will be considered on its merits and will be at the discretion of the organisers.

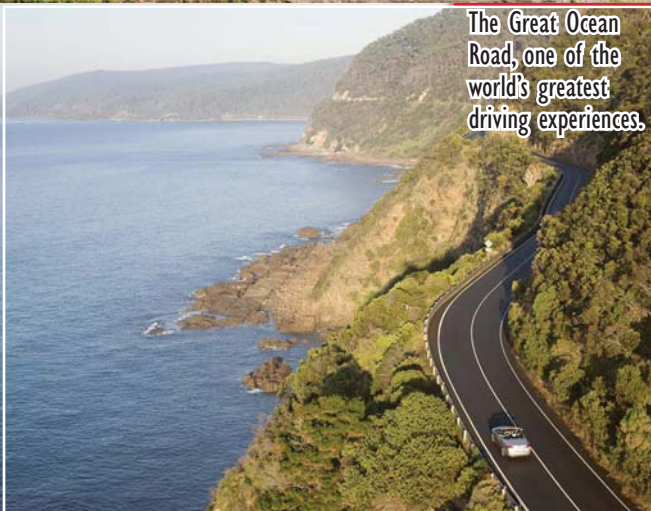
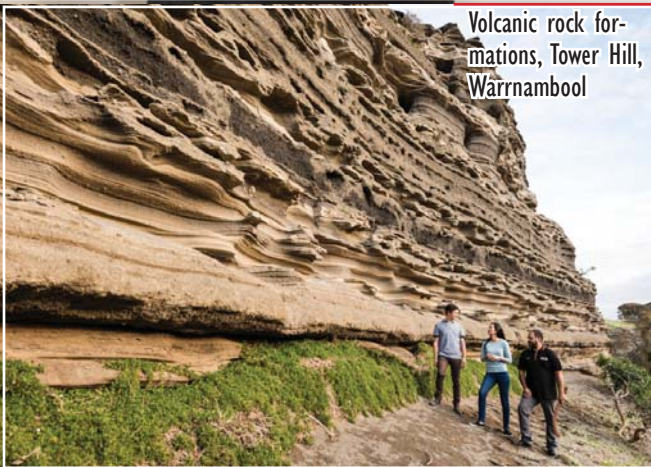
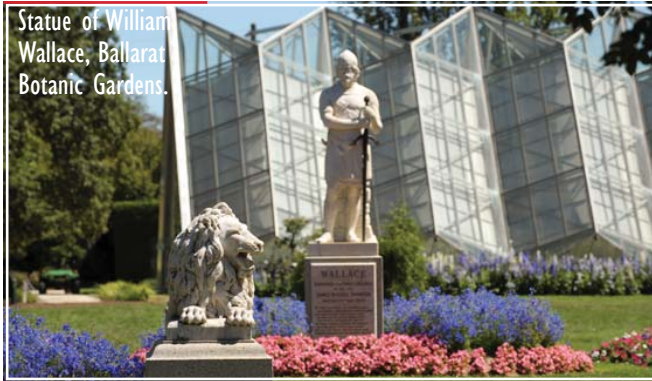




**POST BENDIGO CIT-IN RUN
2021**

WHEN: Monday 5 to Thursday 15 April
 WHERE: Central Victoria and Western District
 FROM: Bendigo
 TO: Horsham
 VIA: Ballarat, Lorne, Warrnambool, Hamilton and Halls Gap
 COST: TBA, see below
 BOOKINGS: Expressions of interest being taken now
 CONTACT: Brian James [03] 9728 5526 0427 534 014
 brianjamesphotography@bigpond.com with 'PostCit-In' as the subject

ENTRY FEE: The actual entry fee is a TBA right now. There may be a small entry fee to cover



some included meals, but no bookings have been made to date given the COVID-19 situation. If there is a small fee, participants will be advised, and this will be collected as cash in Bendigo.

ACCOMMODATION EXPENSES: All entrants are responsible for booking their accommodation and all other expenses. Full details are here.

BOOKINGS OPEN: Expressions of interest will be taken now.

BOOKINGS CLOSE: Again, COVID-19 has made planning difficult but adequate advance warning of booking closure will be provided.

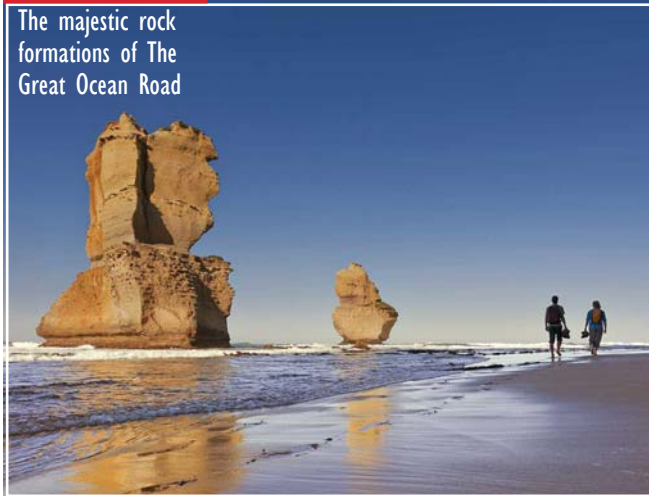
- Day 1: Monday, 5 April
 Bendigo to Ballarat 154km
 A short walking tour around Bendigo prior to departure for Ballarat via Maldon, Castlemaine, Daylesford and Creswick.
- Accommodation in Ballarat [2 nights]: Eureka Stockade Holiday Park, 104 Stawell St., Ballarat [03] 5331 2281
- Day 2: Tuesday, 6 April
 Sovereign Hill, Gold Museum, Ballarat Gardens etc.
- DAY 3: Wednesday, 7 April
 Ballarat to Lorne 158km
 Travel via Inverleigh for lunch.
- Accommodation in Lorne [2 nights]: Lorne Foreshore Caravan Park, 2 Ocean Rd., Lorne



[03] 5289 1382
1300 364 797

lorne@gorcc.com.au

- Day 4: Thursday, 8 April
Teddy's Lookout, Erskine Falls.
- Day 5: Friday, 9 April.
Lorne to Warrnambool 207km
Twelve Apostles, Cape Otway
Light Station
- Accommodation in War-
rnambool [2 nights]:
Warrnambool Holiday Park
& Mote, cnr Raglan Pde &
Simpson St., Warrnambool
[03] 5562 5031
info@whpark.com.au
Camp kitchen & BBQs
- Day 6: Saturday, 10 April
Warrnambool Heritage
Cheese, Visit to Warrnambool
& District Historical Vehicle
Club
- Day 7: Sunday, 11 April
Warrnambool to Hamilton



- 116km
Tower Hill, Port Fairy
- Accommodation in Hamilton
[2 nights]: Lake Hamilton
Motor Village & Caravan
Park, 8 Ballarat Rd., Hamilton
[03] 5572 3855
info@lakehamilton.com.au
- Day 8: Monday, 12 April
Campes Motor Museum, The
Nigretta Falls, The Ansett
Museum
- Day 9: Tuesday, 13 April
Hamilton to Halls Gap 96km
- Accommodation in Halls
Gap [1 night]: Halls Gap
Gardens Caravan Park, 2223
Grampians Rd., Halls Gap
[03] 5356 4244
stay@hallsgapgardenscara-
vanpark.com.au

- or Lake Fyans Holiday Park,
650 Mokepilly Road, Lake
Fyans 3381
[03] 5356 6230
stay@lakefyansholidaypark.
com.au
- Day 10: Wednesday, 14 April
Halls Gap to Horsham 80km
Total distance 811
Reed Lookout, McKenzies
Falls
- Accommodation in Horsham
[1 night]: Horsham Riverside
Caravan Park, 190 Firebrace
St, Horsham [03] 5382 3476
horsham@southerncross-
parks.com.au
- Day 11: Thursday, 15 April
We all head home with a
possible visit to Wimmera rail
bridge at Quantong

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2CV WORLD MEETING 2021 REGION DELÉMONT 27.7. - 1.8.21

The Coronavirus crisis in the first half of 2020 has seriously affected or cancelled all the events planned for this year at the global level. Most 2CV-related events have also been affected.

Despite these experiences, the Organising Committee [OC] of the 2021 World Meeting in Switzerland is continuing its work in a consistent and coherent manner to ensure that the event can take place in all situations. Therefore, the current plan will be maintained and, if necessary, adapted to take into account any health measures.

Should a situation similar to

that of 2020 occur next year, with the resulting legal restrictions on demonstrations and events, we will of course have to act accordingly.

In any case, we will make every effort to ensure that the 2021 World Meeting can be maintained with all participants pre-registered. Of course, in special cases, we also trust in the understanding and cooperation of all meeting participants and visitors.

After the cancellation of major events in 2020, such as the National in France, DET, ICCCR, etc, we are particularly looking forward to our 2021 World Meeting in Switzerland and will do our utmost to offer an interesting and beautiful meeting.

That is why it is important not only for us, but also for you, that as many participants as possible register by the end of 2020 and still benefit from the preferential rate, which is valid until 31 December 2020.

The Organising Committee, our Swiss friends of the 2CV and

Citroën, as well as the region of Delémont are looking forward to a special event that should not only meet the expectations and wishes of all participants and visitors, but also make us happy as organisers.

Thank you for your attention and see you soon in Helvetia !

The Organising Committee of the World Meeting of 2CV Friends 2021
Willi Brändli ~ President

WHEN: Tuesday, 27 July to
Sunday, 1 August 2021

WHERE: Delémont, Jura,
Switzerland

COST: From €100

BOOKINGS: Essential,
www.2cv2021.ch/inscription/?lang=en

CONTACT: mail@2cv2021.ch

The Meeting site is located in a beautiful natural environment just 5 minutes from the city of Delémont, capital of the Jura.

It is located in the heart of Europe, limiting the travel time to the destination for participants,

for example 30 minutes from Basel or 45 minutes from Belfort. Prices for the 24 World Meeting of 2CV Friends 2021 [until 31.12.2020]

- €100 ~ Citroën 2CV + HY
- €120 ~ Citroën pre-27.07.1990
- €130 ~ Citroën post 27.07.1990
- €200 ~ Other [non-Citroën]
- €40 ~ Person without a car,

visitors 6 days. Choose this only if you are not travelling in a car. [eg bicycle, camping]

Vehicle prices always include the entry for the driver and co-driver. Additional passengers may be added as required.

To register online, you need information about the driver, passengers and your car [year, license plate, etc]. Payment is made by credit card.

Admission for day visitors is free. Their access is limited to the festival grounds and do not have access to the campsite.

You will get your ticket as a PDF for self-printing. The ticket will be available only after receipt of payment.



Citroën & le Tour de France

As we approach the height of summer, I would normally be keenly awaiting the start of the Tour de France, but not this year. For now, we're promised it will still take place, just later in the year, but can there be a Tour without mass crowds?

The Tour depends on a large, local audience, that's why it was invented. Let us take a tour of the past and the part Citroëns played in it.

The story starts at the dawn of the 1900s, when two sports journals were battling for circulation. *Le Vélo*, the market leader, was founded in 1892 and sold around 80,000 copies a day, about the same as *Le Figaro*, France's oldest daily newspaper. Its rival started life in 1900 as *l'Auto-Vélo*, but was then re-baptised *l'Auto*, after a Paris court decided the original name was too close to that of its competitor. After some machinations at the end of World War II,

Le
de
TOUR
de
France

This C4 conduite intérieure commerciale formed part of the 1931 Tour, advertising Lustucru pasta, a brand which still exists today.

it re-emerged as *L'Equipe*, which is still going strong. Back then, this upstart publication had struggled to make headway against *Le Vélo*, selling fewer than 25,000 copies a day. To stay in business, something had to be done to boost circulation.

The editor of *l'Auto* was Henri Desgrange, a successful cyclist who had set 12 world records on the track in the 1890s, before turning to journalism. Although the idea may not have been his, it is Desgrange who made the first Tour de France happen, in 1903, specifically to increase sales of his paper. The plan worked. Over the course of the race, sales increased three-fold and remained high after it ended, thus ensuring the event would return each year thereafter. *Le Vélo*, on the other hand, ceased publication in 1904.

By the 1920s, the Tour de France had become well established, with teams supported



generously by cycle manufacturers. In 1923, *l'Auto* reckoned to sell half a million copies each day of the Tour. However, by the end of the decade, things were starting to stagnate. Alcyon, then a big manufacturer of bicycles and motorcycles, was a dominant force, seemingly able to annihilate the competition, leading to victory in 1927, '28 and '29. Worse than that, only one Frenchman had won in the last ten years.

1930: Henri Desgrange still ran the Tour as his personal fiefdom. He was determined to reduce the influence of the richest cycle companies, so he came up with a radical new format. From 1930, teams were organised by country and region. Moreover, the riders were all equipped with iden-



This promotional truck for FAMY coffee was built on a Citroën Type 46 chassis [essentially a Type 55 with a 5-litre petrol engine] for the 1958 Tour by Postel in Amiens. Like many of the vehicles designed for the Tour, it has an open back, from which suitably attired staff would scatter free samples among the crowds as the Caravane rumbled by.

tical bikes, all painted yellow, the colour of the paper *l'Auto* was printed on.

However, to make this work, a new income stream was needed. Up until then, the companies behind the teams had covered all the costs. Under the new formula, the organisers had to shoulder the burden of logistics and lodging for the riders and their entourage. The solution was the Tour de France Caravane Publicitaire, a parade of vehicles, bedecked with advertising that preceded the cyclists before each stage. The revenue from sponsorship fees to join the Caravane met the bills previously paid by the manufacturers.

Voici quelques unes des réalisations
R. J. LEFFONDRE

Monsieur LEFFONDRE se tient toujours à votre disposition pour étudier toutes vos besoins une maquette avec tous les ornements et vous soumettre un devis précis... et sans surprise.

R. J. LEFFONDRE
CARROSSIER PUBLICITAIRE
GROSLEY (S.-E.-O.) Tél: 964-48-90

Far left: This contender for the largest bottle of wine in France was built on a 1957 Citroën Type 55 chassis by Carrosserie Leffondré and [left] featured in their adverts thereafter.

Citroën & le Tour de France

This proved to be an attractive way for companies to reach the hundreds of thousands of spectators who lined the route and the Caravane became a permanent part of the Tour. Equally, Citroën became a permanent part of the Caravane.

Only three companies participated in the first Caravane, but the idea quickly caught on. In the early 50s, the Tour started to appear on TV, which increased the reach of advertising and resulted in higher budgets for promotional vehicles. Coachbuilders up and down the land were commissioned to build sometimes outlandish creations.

Philippe Charbonneaux designed this vehicle for Sud-Aviation to promote their refrigerators and televisions, Built by Leffondré it also featured in their advertising.



Most of the special vehicles created for the Caravane will have started with a back-of-an-envelope sketch, fleshed out by the carrossier and probably altered as the build went along to suit the needs of manufacturing. However, a few were products of the relatively new discipline of Industrial Design, and in France, one of the best known Designers was Philippe Charbonneaux.

Frigeavia and Teleavia were sister organisations, both owned, somewhat bizarrely, by Sud-Aviation, the company that went on to develop the Caravelle and, in partnership with the British Aircraft Corporation, Concorde. When a promotional vehicle was required, it is no surprise that the company wanted a 'proper' designer, and it was to Philippe Charbonneaux they turned. It is equally natural that the finished article had an aviation theme.

Construction was handled by Leffondré, as can be seen once

again in their advert, using a Citroën Type 55 chassis.

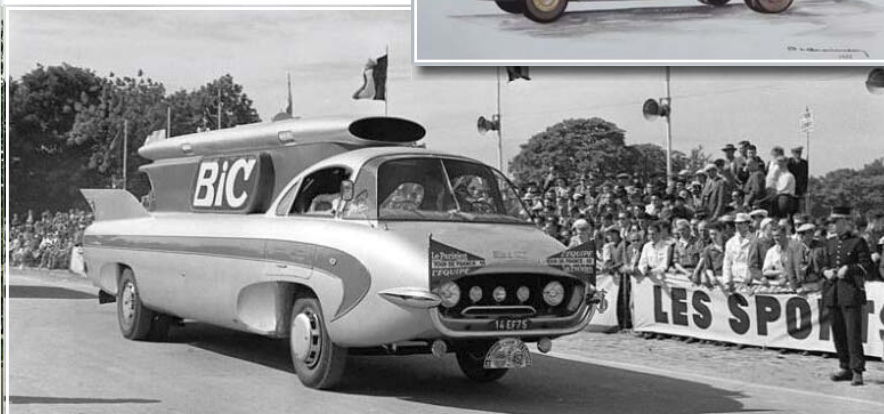
The partnership was fruitful. Documentation is scarce, but it is believed three examples were commissioned by Sud-Aviation between 1955 and '56.

A fourth was subsequently ordered by the French Armée de l'Air, though this was different in a number of details, including use of a different chassis.

Charbonneaux went on to apply his talents to design a sleek fridge for Frigeavia in 1956 and the following year, an elegant TV for Teleavia.

However, returning to 1955, Philippe Charbonneaux worked with a different carrossier, this time Le Bastard, to create this spaceship for the road, commissioned by BiC.

Built once again on a Citroën



Type 55 chassis, this was an imposing beast, measuring almost 10metres long and 2.7m high, with an all-up weight of 7tonnes.

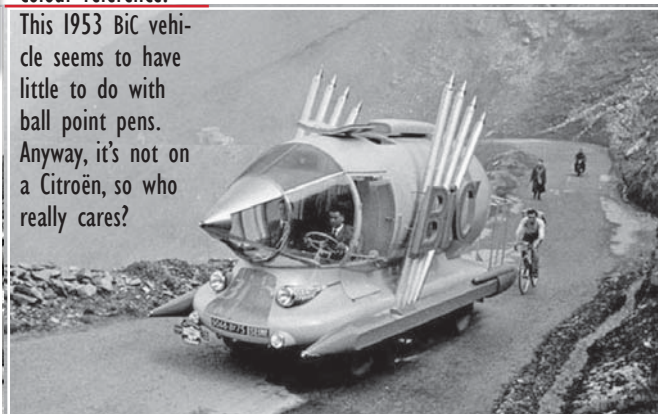
One or two film clips from the period include shots of this rather striking machine, but I could not find any colour pictures, so to get a hint of what it looked like in the flesh, we have to refer to an early sketch.

To me, it is a slightly curious design for an advertising vehicle. BiC has been part of the Tour de France Caravane for decades, fielding several customised vehicles based on their Cristal pen theme, like this one from 1953. I will not give it much airtime because it is not a Citroën, but it underlines the point. What is it about the 1955 version that tells us BiC sells pens? [Lighters did not appear until 1973]. I suppose it is just a pitch towards the future; avant garde and all that.

Certainly, in an interview later in life, Charbonneaux referred to

Left: Philippe Charbonneaux worked with Le Bastard to create this 10m 'spaceship' for BiC. The colour rendering is an early design sketch ~ the only available colour reference.

This 1953 BiC vehicle seems to have little to do with ball point pens. Anyway, it's not on a Citroën, so who really cares?



Citroën & le Tour de France

this camion as one of his favourite designs.

His design business prospered and in 1985 he was able to found a museum in Reims to house his personal collection of 160 trucks, cars and motorbikes, many of which were his own creations which he bought back and restored. Alas, he said this one ended its life at the bottom of a ravine in Italy.

Charbonneaux is an interesting

guy. He is routinely compared ~ at least in France ~ to Raymond Loewy. His early work was almost all in the automotive world and though he branched out into other areas, he continued to work on cars all his life.

The Franay-bodied I5 H Presidential limousine came from his drawing board and he is credited with having a hand in the design of the Renault 8, 16 and 21.

His son Hervé has written a

1960: PHILIPPE CHARBONNEAUX AND THE FRENCH MILK MARKETING BOARD



One that did survive is this 1960 commission from the French equivalent of the Milk Marketing Board [if you are old enough to remember that], pictured here in the Reims museum. Beneath all that bodywork is... an H van. Once again, the execution was a collaboration with Leffondré, though it is widely, and incorrectly, attributed to Le Bastard. No less an authority than Bonhams made this mistake when the vehicle was put up for auction at Retromobile in 2009. It sold for £9,184 including premium; which was probably a disappointment. Maybe the shark's mouth put people off.

For reasons unknown, it changed colour at some

point, and appeared in the auction in a rather unfetiching shade of turquoise; perhaps another factor in the relatively depressed price.

This view from above shows how the shark fin theme continues to the rear, and the portholes in the roof.



Only the view from the driver's seat gives away the van's origins.



biography entitled 'Du Dessin au Design'.

But I digress...

There were many other Caravane vehicles based on the H van, several of which did come from the workshop founded by Gabriel Le Bastard in Rouen. Sometimes said to be the best known of the Tour de France vehicles, is this 1957 Aspro ambulance.

Although perhaps slightly more recognisable as an H van ~ the door tops give it away ~ there is still a family resemblance between the ambulance and this 1964 creation for SEV Marchal; extended front overhang, wind-

screen visor and smoothed-out sides.

Clearly still in fine fettle, this rather well equipped 1964 example resides today in the Musée des 24 Heures du Mans.

I am not sure which firm was responsible for the coachwork of the example in this re-coloured photo.

Cacolac turns out to be a brand of chocolate milk, that is still made today, reportedly to exactly the same recipe as it was in 1956, when this machine first joined the Caravane.

I should think Marketing would have something to say if you tried

Citroën & le Tour de France

launching a drink called 'Cacolac' today.

Another company who built special-bodied H vans for the Tour was Jean Barou.

Barou was responsible for at least two vehicles commissioned by Midi Libre, the daily newspaper based in the southern city of Montpellier.

We can say with confidence there were at least two because two have survived to this day, and both have been restored to running condition.

The red one carries a sticker showing that it attended the 2017 Tour, fifty years after it first joined the Caravane. We will forgive the inverted chevrons.

Heading back to towards the north we find Carrosserie Pourtout, based in Reuil-Malmaison, a western suburb of Paris. Today, it is a conventional damage repair bodyshop, but the business has its roots in the glory days of coachbuilding.

During the inter-war years, it created elegant and streamlined bodies on chassis from the grandest firms, including Bugatti, Delahaye, Hispano-Suiza, Talbot-Lago and many others. The Pourtout stand was a regular feature of the Salon de l'Auto in Paris.

They did not just make one-off sumptuous œuvres for the fortuné, though, from 1937, Pourtout built over 100 examples of a special bodied Peugeot 402, mod-

Below: Two of the vehicles built by Jean Barou of Tournon-sur-Rhone for Midi Libre, the Montpellier-based newspaper.



elled on a Le Mans car of the same year.

In the 1950s and '60s, Carrosserie Pourtout turned to industry and advertising, creating some of the most iconic vehicles to grace the Tour de France, in-

cluding the wonderful Hoovers shown above.

Alas, relatively few of their creations were built from Citroën products, but in 1960 and 1961 Pourtout built a small fleet of converted H vans for the French subsidiary of Minnesota Mining & Manufacturing, better known as 3M. The design came from the pen of Jacques Quellien, a freelancer, who like Charbonneaux, worked with several leading coachbuilders. There were at least three different variations on a theme; with vehicles dedicated to glue, tape and Scotch-Brite



Citroën & le Tour de France

scouring pads.

At the end of the Stage, the vans could be used to provide corporate hospitality.

Period photographs inevitably

The preserved Arthur Martin van has a platform rear that can be removed completely when it is not required for events. And for a moment of useless trivia, Robert Opron [designer of the GS, CX and SM worked for Arthur Martin after leaving Simca and before joining Citroën. It was while working here designing domestic appliances and furniture that he met Jean Giret, whom he subsequently appointed as modeller at Citroën. Period video footage shows dozens of H vans like these, with advertising that could be unbolted at the end of the season and replaced in time for the next.

document the more distinctive examples of the 'Peloton Publicitaire', but not everyone had a huge corporate marketing budget to tap into, so many of the transformations were rather less radical. There was also a practical issue; many companies wanted a vehicle that could do a turn at a local market or fête as well as entertain the crowd before the riders came through.

Viewed from the perspective of 2020, some of the products being promoted seem a bit quaint. It is hard to imagine an advertising battle for the hearts and minds of the nation's knitters today, but in the '50s and '60s, the yarn makers Sofil and Pernelle fi-

nanced some decidedly original vehicles to further their brands. While the H van is almost certainly a local initiative, other Sofil vehicles were rather more ambitious.

Felix Aublet, the designer seems to have let his enthusiasm for Perspex get ahead of practical considerations. Who would want to be inside the bubble at the height of a French summer?

The competition was only slightly more modest.

Every year, the popularity of the Tour de France Caravane Publicitaire has grown. Crowds were drawn not just to cheer on their favourite riders, but also to be entertained by the parade of

vehicles and hopefully grab some free samples at the same time. Spectators were even seen to pack up their picnic baskets and fold their chairs once the Caravane had passed, not even bothering to stay for the race.

Advertisers too clamoured to be part of the spectacle. In the early days, there were few other opportunities to reach a large number of people, but even today, when there are innumerable channels available, there is still competition between companies to secure a place on the Tour. Having seen brands' investments in cycling teams tainted by doping scandals, sponsors have regarded participating in the Cara-



Citroën & le Tour de France



vane as the safest way to benefit from the Tour's publicity.

In its inaugural year, only six vehicles participated. Five years later this had grown to 25 and by the end of the 1970s, there were over 150 entries in the Caravane. In 2006, the parade peaked at 206 participants, before race organisers decided to limit the number of vehicles allowed. Today, the number of vehicles is typically between 160 and 180, but collectively, they distribute some 15million freebies during each Tour.



The Tour has provided promotional opportunities for everything from canned vegetables [Blanchaud] to chocolate milk [Banania] and pastis [Berger] and of course Cadel Evans' 'favourite' saucisson.

Perhaps the economics of bespoke coachbuilding changed, perhaps the increase in numbers diluted the effect of a 'signature' vehicle. Either way, as the '60s gave way to the '70s, the style of the Caravane vehicles changed from purpose-built trucks to modified cars, favouring those that did not need major structural changes.

Step forward the Mehari.

In more recent years, exactly the same formula has been applied to the C3 Pluriel.

A bit of state sponsorship here;

Citroën & le Tour de France



FDJ is Française des Jeux, or the French equivalent of Tattsлото, except it is majority owned by the government.

It is good to see that BiC has remained faithful to the Tour; more than 65 years since the company first participated.

The first 2CV appeared in the Caravane in or around 1960, with the combination shown on the previous page advertising Berger's brand of pastis. I wonder how many times it was overtaken by cyclists going up the cols?

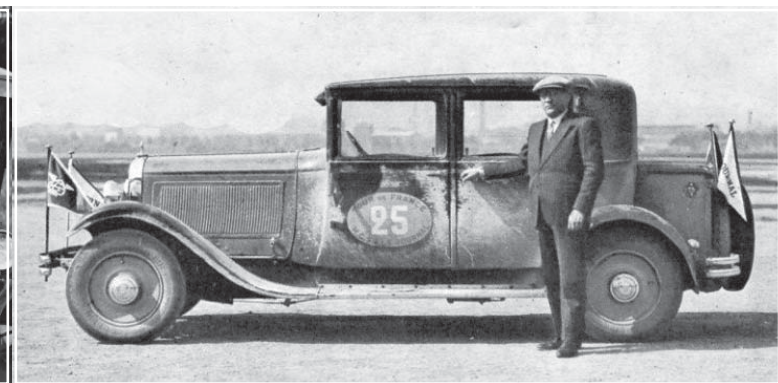
The car has obviously been restyled, with lights displaced into the rear wings and what seems to be a separate boot, but I haven't managed to discover which company did the work.

There were several variations on a theme, with this car recognisably different from the first.

Despite being out of production since 1990, the 2CV has been the public face of Cochonou in the Tour de France cavalcade for over 20 years. And to be clear, Cochonou is not just a random sponsor; it is the official supplier of sausages to the Tour de France! [Ed. I am sure Cadel Evans availed himself at every possible opportunity.]

After many years' absence, the H van also made a comeback in 2012 for Le Coq Sportif and the same vehicle appeared again in 2017, repainted for Banette.

And yet, there is something



that does not quite look right here, in particular, the wheels.

Sure enough, it turns out only the body was created by Citroën. The chassis and running gear is that of a modern Nissan Cabstar. Apparently, the organisers felt an original H van would not be up to the rigours of Le Tour. Obviously nobody told them that H vans

Above left: This photo, dated 1930, gives a flavour of the entourage that developed.

Above: This C6 also formed part of the four-wheeled peleton in the same year.

Below: The author, Andrew Cox, particularly likes this image of a team member handing a drink to Louis Bobet, one of France's greatest riders, who won the Tour in 1953, '54 and '55.



Citroën & le Tour de France

were doing this decades ago.

Unsurprisingly, the 'new' H van has also featured in recent Tours, with at least six examples appearing in the colours of Amora. For more on the 'new' H van see page 45.

The Tour de France is much more than a bunch of riders and a parade of advertising vehicles, there's a complete entourage devoted to keeping everything together and functioning. Citroën has always been well represented among the escorts and retinue.

Henri Desgrange, the race's organiser was wedded to an image of cyclists as solo warriors and heroes. He banned any kind

of pacing until 1925 and it took a further five years to relax a rule requiring riders to make any repairs themselves, unaided. However, from then on, the number of support vehicles, associates and hangers-on, increased inexorably.

I love the picture of a team member handing a drink to Louison Bobet, one of France's greatest riders, who won the Tour in 1953, '54 and '55. That said, it does make me wonder how rigorously the rules on drafting were enforced back then. A spell of riding behind an H van would have been an excellent way to conserve one's strength ready for the next breakaway.

The fine tradition of carrying spare bikes on the roof of a Citroën estate has been maintained for many years, from the DS ~ alas I could find no usable pictures ~ to the present day.

In 2015, Citroën announced they had agreed a two year deal to sponsor the Tinkoff SAXO team, providing no fewer than 24 C5s to act as support vehicles across Europe.

The unbeatable ride of a hydropneumatic Citroën made it the natural choice for photographers and reporters, with this modified CX safari one of many that covered the event in the 1960s and '70s.

And of course, one cannot for-

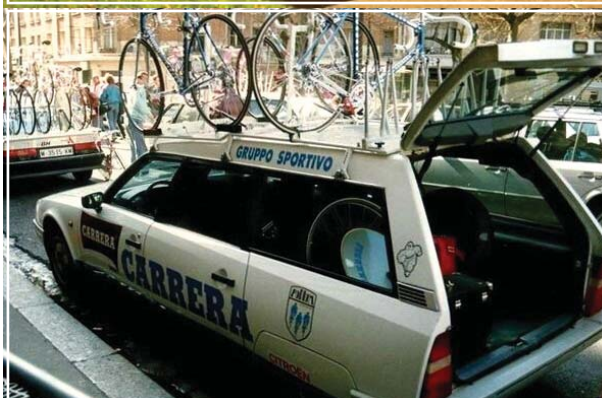
get the forces of law and order, pictured just last year in their C5 Aircross

Within the broader group of Tour de France vehicles falls those that provided services for the crowds who gathered to watch it all happen. The black and white photo from 1955 shows two H vans operated by the Banque Nationale pour le Commerce et l'Industrie providing a mobile banking service: mainly issuing cash but also providing foreign currency exchange facilities, to support visitors from afar. These mobile banks were open from 4:30pm until 8:30, well after the local branches had closed,

Eleven years later, the scene is not so very different, only the name of the bank has evolved. Both BNCI and BNP were predecessors of today's BNP Paribas.

And finally, no look at the Tour de France of yesteryear is complete without a mention of Yvette Horner.

In the 1950s, accordion playing was big business in France, and the best players were major celebrities in the true sense of the word, well before it was downgraded to 'famous for being famous'. One of them, Maurice Alexander, would routinely charter a private plane to take him to the after-parties of the bigger stages of the Tour de France, where he would play for thousands of people at a time.



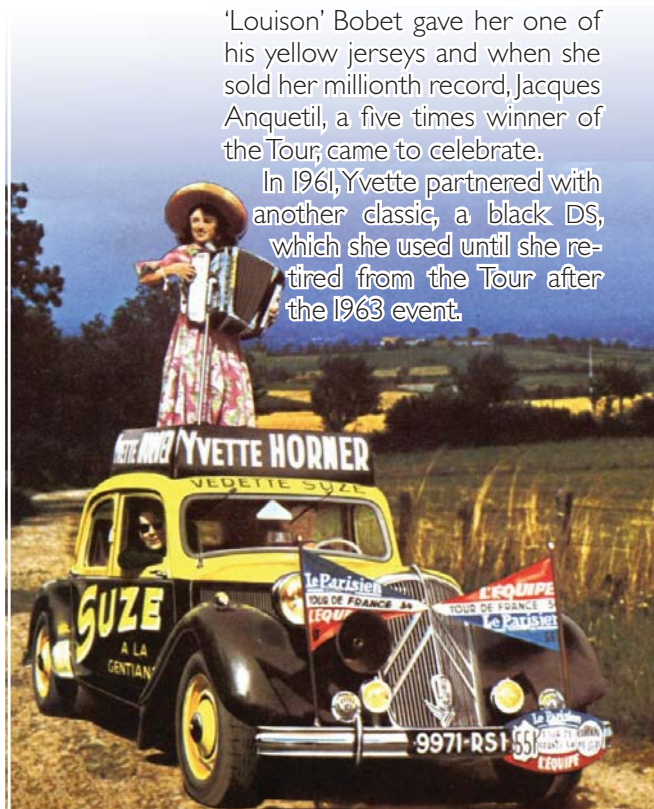
Citroën & le Tour de France

Yvette Horner was born in 1922, in Tarbes, in south western France. As a young woman, she won many awards for her playing, including the World Accordion Federation's World Cup when she was only 26. Despite this success, she struggled to achieve the public success of her male peers.

It was her husband, René Drosch, who saw the opportunity the Tour represented. Between 1952 and 1963, she was part of every Tour de France, playing as her car drove along the route and then again in the evenings at shows and parties. Over the years, she used a variety of vehicles, which were of course provided by her sponsor, but easily the most famous is the Big 6 she used in 1954 and '55. This was modified with a large sunroof and platform, so she could perform standing up or sitting on a seat fixed to a roof rack. An amplifier in the boot and speakers mounted at the rear ensured she could be heard as she passed by.

A soupçon of detail for the uber-nerd, the car was a 1951 model, and hence had a small-boot. To accommodate the audio gear, an enlarged boot lid from Raoul was fitted, giving it the appearance of a later large-boot model.

By all accounts, Yvette was a kind, friendly and charming woman, who became friends with many of the top riders. Louis

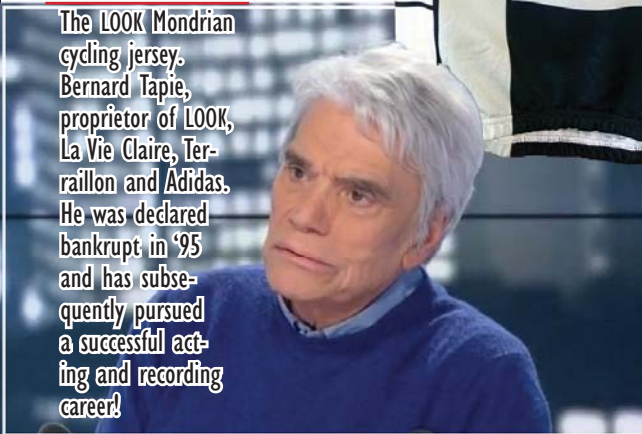


'Louison' Bobet gave her one of his yellow jerseys and when she sold her millionth record, Jacques Anquetil, a five times winner of the Tour, came to celebrate.

In 1961, Yvette partnered with another classic, a black DS, which she used until she retired from the Tour after the 1963 event.

Her husband was right; despite its physical challenges, the Tour set her up for life. She went on to sell over 30 million records and perform more than 2,000 shows. She lived to see her 95th birthday and appeared as guest of honour at the 2012 Tour de France, when she was 89.

The LOOK Mondrian cycling jersey. Bernard Tapie, proprietor of LOOK, La Vie Claire, Tertraillon and Adidas. He was declared bankrupt in '95 and has subsequently pursued a successful acting and recording career!



When Citroën Sponsored Le Tour

For a brief period, in the 1980s, Citroën's involvement with Le Tour went beyond providing vehicles; they sponsored a professional team.

The story behind this move could be the screenplay for a film, perhaps a follow up to Ford vs Ferrari, Le Mans '66 for Matt Damon. It is the tale of two Bernards; Hinault and Tapie.

In 1983 Bernard Hinault was already the greatest French cyclist of his era, having won the Tour de France four times. However, he had a major falling out with his team, Renault-Elf-Gitane, when they favoured younger riders for the '84 Tour; Laurent Fignon, who was fresh from that year's victory and the up and coming American, Greg LeMond.

Bernard Tapie is a French entrepreneur-businessman-politician. His gift was to see opportunities that others could not. He bought struggling companies, sometimes for a single, symbol-

Left: Hinault has stood the test of time as a cycling hero. Here he is in his heyday, giving both brands some excellent exposure.

Citroën & le Tour de France

ic franc, turned them around and sold them on, making millions in the process. In 1983, he had bought a small company called LOOK, a manufacturer of ski bindings. Although technically adept, the business was handicapped by the seasonal market for their

products. Around this time, they turned their experience to cycling, launching a new clipless pedal. Although the idea was far from new, so far, nobody had made it a commercial success.

When Hinault announced he was looking for another team to ride with, Tapie saw an opportunity to raise his public profile and promote LOOK as a cycling



Hinault in action again, this time conferring with the team director Paul Kochli, who evidently could drive and look out of the window simultaneously. The car is obviously a Peugeot 504, but it is allowed in this hallowed journal because it is sporting a fine Citroën logo.

This is Hinault wearing the race leader's pink jersey in the Giro d'Italia, being handed a bidon from a slightly battle scarred CX.



equipment company. He formed a new team, dedicated to getting Hinault onto the winner's podium, calling it La Vie Claire, after his chain of health food shops.

Tapie had a back-up plan as well; making Greg LeMond an offer he could not turn down to join the team.

It was a huge success. After stuttering a little in 1984, the La

Vie Claire team went on to dominate the sport for the next two years. In 1985 Hinault won both his fifth Tour de France and the Giro d'Italia. In the 1986 Tour, Hinault and LeMond fought each other almost as hard as the other riders, with victory finally going to the American. Coincidentally, the team's success catapulted LOOK onto the world stage. Tapie sold the business in 1988 for FF260million; not a bad return on investment.

But I am getting ahead of myself. In 1984, the new team needed a jersey, and MicMac a Tapie-owned fashion group, proposed an all-black design. This was roundly rejected, but the second proposal was a hit. It was inspired by a 1930 painting by the Dutch artist Piet Mondrian, entitled *Composition II with Red, Blue and Yellow*.

This was a radical change from contemporary jerseys. Apart

from being attractive, it was functional, with each panel able to accommodate a different sponsor. This Mondrian-inspired jersey has become an icon in cycling history.

All the companies that appeared on the 1984 jersey were owned by Bernard Tapie, except one. The opportunity to incorporate its corporate colours in the maillot Mondrian evidently proved too tempting for Citroën. There was a suggestion, perhaps apocryphal, that Tapie encouraged Citroën to come on board, as a further sleight to the lead sponsor of Hinault's old team, Renault.

Either way, it proved to be a good investment, as Hinault has stood the test of time as a cycling hero.

This feature was written by Andrew Cox for 'The Citroënian', the magazine of the CCCUK and is reprinted with their permission.

Bernard Hinault leads Greg LeMond in the 1986 Tour de France.



Le Coq Sportif

In any Citroënist's language Le Coq Sportif's attempted copy of an H van in 2012 can only be described as an abhorrent expedient mutant. As a premium French brand it should have known better than to create a parody of another French icon. Apparently they only exposed themselves to ridicule for a single Tour de France.

This was a vehicle much better left to Banette, a bakery franchise, somewhat along the lines of Baker's Delight, with a 'Rene Artois' French accent [I will only say zees once.]

But in 2017 Le Coq redeemed themselves with a proper relationship with Citroën that generated a far more pleasing result.

Like a Sauternes and foie gras, or a beret and Breton stripes, Citroën and Le Coq Sportif are two French icons that just naturally work well together, as evidenced by their 2017 collaboration for

the H van's 70th anniversary... And indeed the 70th anniversary of Le Coq Sportif.

In April 2017, at Birmingham's Commercial Vehicle Show, Citroën debuted two very patriotic vans: their classic H van and the newer Jumpy. In celebration of the 70th anniversary of the H van, and inspired by sporting brand Le Coq Sportif using a H van as a promotional vehicle at cycling events in the past, the two French companies decided to work together to customise both the interior and exterior of the traditional transporter and its successor.

Each have been finished in the Tricolore of France Citroën blue, white, and red Citroën and have been designed to be used as mobile bicycle workshops, where one can 'fix seats, pedals, and gears, quickly mend a jersey, or even make a café au lait' to boost energy levels before the next race.

Frankly that reads like the hype from the marketing departments as neither van appears to do more than display some bicycle parts in an effort at cycling authenticity.

After the Birmingham show the trucks were set to travel along to Le Coq Sportif's then upcoming communications events.



An Eye for Detail...

or Nerds Unite!

In researching for this edition, indeed for every edition of our magazines I trip over all sorts

of interesting things. It usually starts with a picture that catches my eye and suddenly I am off down the proverbial 'rabbit hole' of discovery.



In stark contrast to the promotional H van above this 'renovator's delight', with its original 'Café San Rivo' paintwork and livery was sold at auction by Sotheby's for €43,700. Its current location is unknown.

An Eye for Detail...

Sometimes I even find that others have been there before me and that is exactly what happened following my discovery of this fantastic renovator's delight H van emblazoned with the logos of Café San-Rivo.

In common with images of the beautiful blue Traction 6h which adorned the cover of the last 'Front Drive' this vehicle was also on the website www.classicdriver.com.

From my first discovery of the image I was sure I wanted to include it in our magazine. But then, I was going through an old [July 2020] edition of 'Citroënian' only to discover that the CCCUK's H van aficionado [Andrew Cox] had already fallen for the vehicle and had undertaken a detailed

assessment of the van.

Here is [some] of what he had to say.

It was sold at auction at Ret-romobile in 2019. The catalogue estimate was a fairly heady €15 to €25,000. It sold for an amazing €43,700 making the owners or their successors very happy.

Everywhere you look there are quirky features you would only find in books. The instruments are the same as the contemporary Traction Avant. So, with a

maximum speed of 88kph [in HZ form with a higher final drive ratio] the needle is never going to get much beyond halfway.

The clock in the middle is a nice touch, but it lasted only until May 1950.

At the rear, the side and upper panels are flat. The sides changed in January 1952 to having a series of pressings all the way up and the top section followed suit in 1958. No van ever left the factory with three windows set in the tailgate.

Similarly, the side panels were made from canvas until March 1953, but that does not lend itself to sign-writing. So, it's fair to assume the change to sheet metal was done at the time the livery was applied.

The information for this article is sourced from 'The Citroënian' and was written by Andrew Cox. It is re-used here with their permission.



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Le Camion Citroën

Understanding Citroën's involvement with utility vehicles and trucks is not, typically, high on the agenda for Citroënists. But these are an essential part of the marque's history. Because the topic lacks the profile of the company's cars finding definitive information is not easy.

The information below is derived from various sources, but predominately Julian Marsh's Citroën website and the book 'Citroën: 80years of Future', by Roger Guyot and Christophe Bonnaud.

Citroën trucks have been part of the French automotive industry for decades. Today the Berlingo, Jumper and Space-tourer are all that remain of the brand's long tradition of utility vehicles. André Citroën had fully understood the importance of this type of vehicle and was the first to show the foresight to de-

velop a model referred to as a 'delivery car'. The purpose of this article is not to enumerate all the models but, more simply to remind us of the main vehicles that were developed for the sector.

As early as 1920, light van bodies were being fitted to car chassis of the A, the B and even the tiny 5hp models. In 1927 Citroën launched its first light truck Citroën the 'one ton truck', the AN. It had an all-steel enclosed cabin.

In 1930 the first French 'rapid truck' was presented. It had a payload of 1,800kg and used the 2.4litre, six-cylinder engine seen in the C6F. This excellent truck was an instant success and was used as the basis for the buses of the Compagnie des Transports Citroën created in 1931. There will be a full analysis of this successful sideline in a future edition of 'Front Drive'. Suffice it to say that these buses furrowed the roads of France for decades.

The first French 'rapid truck' with its 1,800kg payload was launched in 1930. Citroën C4F fire-truck from 1931.



A poster promoting the Citroën Type 45 bus's participation in the 1934 Monte Carlo Rally.

Getting ready for the day on routes 4 and 12 ~ two Transports Citroën type C6G1 buses at the Levallois garage and workshops in Paris in 1931.



The Type 29 followed with a payload increased to 2,500kg. The future of trucks for Citroën is now a certainty. The Type 29 remained in production until 1934 when it was replaced by the Type 32 which employed identical bodywork. The 29 had a six-cylinder engine displacing 2,650cc and developing 53bhp. A total of 12,531 examples were built. In 1934, almost concurrently with the Traction Avant, the Type 45 was launched.

This vehicle was available with three different chassis, one of which is the 'surbaiss'. This allowed the 45 to be modified into a passenger vehicle. In 1934 Citroën entered a Type 45 coach in that year's Monte Carlo Rally, and ran the 2,456kilometres from



Le Camion Citroën

Warsaw through Frankfurt to Monte Carlo in 59½ hours; the driver was François Lecot. That's an average speed of only about 25mph; but the point of the challenge, certainly, was to prove durability. Haven't you heard that name before? Yes, it was same François Lecot who was to drive a 7CV Traction between Tournus and Paris for a total of 5,007km.

Two examples of the Type 23, separated by 15 years. The horse van dates from 1938 while the ladder truck is from 1953.

Production of the 45 did not cease until 1953!

In 1937 the Type 23 was presented. The payload was 1,500kg and it utilised the four-cylinder engine from the 11CV Traction. Typically, for Citroën, it was available with various bodies and a range of payloads.

But it was 1938 when Citroën really stole a march on its com-

petitors with the launch of the TUB [Traction Utilitaire Basse]. The acronym was used later as the nickname of its successor, the H van.

The TUB was conceived as a complete

ly new concept, based on front wheel drive technology. This allowed an incredible amount of space to be freed-up behind the engine and gearbox.

The mechanical bits were largely inherited from the Traction ~ 9CV engine, three speed gearbox, rack and pinion steering, hydraulic brakes and torsion bar suspension. TUB had a payload of 850kg.

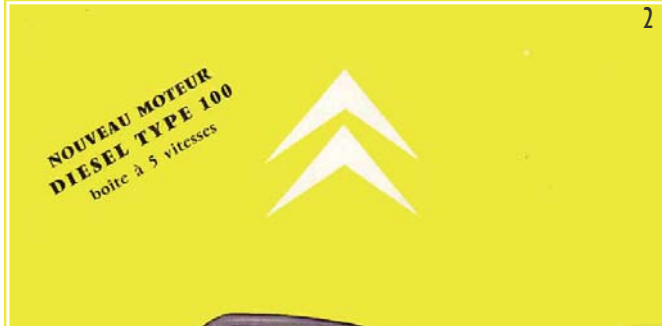
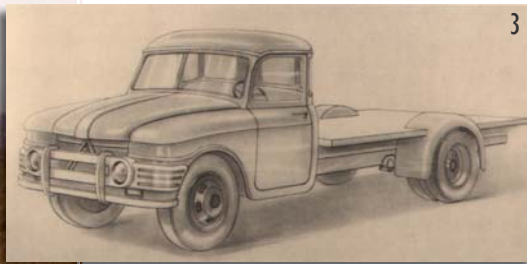
Production commenced in 1939 ~ on the eve of the outbreak of war. Between

Above & left: The original 1938 TUB van. Lower left: This image of H vans is from a 1964 brochure.

Below: In 2018 Fabrizio Caselani and David Obendorfer developed this updated H van: the panels were designed to be a retro-fitted to Citroën's modern Jumper van. Transformation kits start at about €11,000 and fully converted long-wheel-base vans top out at €42,000. Check it out at www.en.typeh.eu/



Le Camion Citroën



- 1] The 55 was available as a 4x4 as well as 2x4
- 2] Front cover of a sales brochure for the Type 55.
- 3] A redesign of the cabin was proposed, but it came to nothing.
- 4] Heuliez undertook a re-design of the Type 55 and it seems these were sold through the Citroën dealerships alongside the 'standard' cab design.
- 5 & 6] The 600 and 350 were known as 'Belphegor', after a then popular TV series about a phantom who inhabited the Louvre.
- 7] Belphegor's cab, it was not produced in right hand drive. The Editor has reversed the picture for purely aesthetic reasons.



1939 and 1941, a total of 1,748 examples were built ~ possibly more since accurate records were not maintained during the German occupation. Some 50 examples were fitted with the IICV engine which allowed an increased payload of 1,200kg and these were designated TUC.

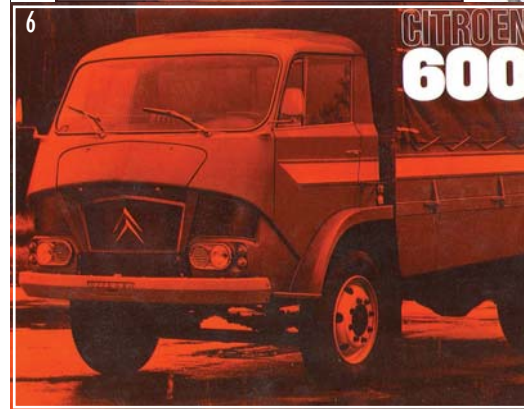
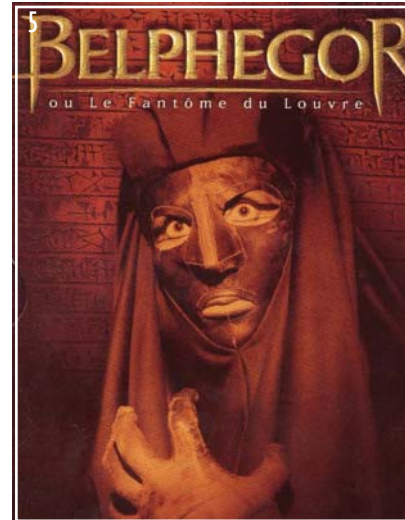
The TUB is the prototype of all modern utility vehicles: a chas-

sis, a big cubic body and a door on the side. This lateral door was, again, a world first.

The brilliant idea of a small, front wheel drive utility vehicle offering the maximum of internal volume, with a low load sill and a flat floor is 'signed off' by Citroën. The full incarnation of the idea was the H van, presented in 1947, which added an all-steel monocoque to the list of innovations presented in 1938.

Today, pretty much every small utility van is based on this architecture. It is clear that Citroën invented the modern small utility vehicle. The H van remained in production for almost 35 years, from 1947 to 1982.

As previously mentioned it



Le Camion Citroën

was also known as the TUB by the public although officially this the name reserved for her 1938 predecessor.

On the 'heavy vehicle' side, the Type 45 was replaced by the Type 55 in 1953. While the 55 is based on the 45 it did benefit from a new cabin. Production ceased in 1965. The 55 was available with either petrol or diesel power plants, inherited from the 45, with a payload of about 5 tonnes. It was available in three wheelbases [3.6, 4.6 and 5.33m] and in 2x4 and 4x4 versions. Total production was 54,898.

The Type 23 was replaced by an upgraded 23 which received a scaled-down version of the 55's cabin. Production of this model finished in 1969.

The last trucks from Citroën were the 350 and 600 which were unveiled in 1965. They are characterised by an amazing, modern cabin drawn by Citroën's styling

department under the direction of Robert Opron. But, Opron did not assume responsibility for styling [Responsable de Style] until some months after Flaminio Bertoni's sudden death in February, 1964. To me the 600 is more Ami than GS. Robert Opron's word for Bertoni's style, especially later in Bertoni's career, was 'baroque', and I think that is the right word for the style of the 350/600 series of trucks. Unfortunately, they were not a huge success.

But they were truly unique. Take a fairly conventional range of RWD truck chassis [including 4x4 and articulated versions], covering the 3.5t to 8t weight range, add the high-pressure zero-pedal travel hydraulic brake circuit from the DS, and a very unusual cab.

At the same time as the union with Peugeot was being negotiated [or enforced, depending on your perspective] for the car arm

of Citroën, the truck division was being 'hived off' to Berliet and Citroën's truck-making ceased in 1972.

While they lost the truck manufacturing, Citroën did retain the utility van branch. The H was replaced by the C35, the C25, the Jumpy and the Jumper.

According to Roger Guyot and Christophe Bonnaud the Double Chevron even invented the new concept of the van which offers the same comfort as a sedan. The result was the C15 which used the front body of the Visa and remained in production for 21 years, until 2005 ~ 17 years after European production of the Visa finished. Originally the C15 was only available in white or

red and was branded 'Van Blanc' and 'Van Rouge'.

This claim for the invention of a 'new concept of van' caused a level of doubt in your Editor's mind. Surely the VW Caddy predated the C15? Indeed, the Caddy was launched in 1978. But in its first iteration the Caddy was only available as a utility, not as a van.

Of course, twin-pot fans would take issue with this statement, Surely the AK van lays claim to being the first van to offer the same comfort as a sedan?

Today, Citroën remains committed to the van market with the Berlingo [originally based on the ZX and launched in 1996], the Nemo [launched in 2007 and based around Fiat Chrysler's Small platform], the Jumper and Spacetourer. It would appear from Citroën's French website that the Nemo may no longer be being offered for sale.

Leigh F Miles



Legislation...

Registration, Administration

The DS slithered onto the pavement between the Préfecture and the quayside of the Erdre in the centre of Nantes. I step down [in French, one grammatically climbs 'up' into, and descends 'down' from a car. Fellow DS owners will appreciate the appropriateness of the expression] onto the pink granite pavement, and pick my way through the several hundred kilos of fish which had been dumped in protest that morning.

Administration procedures had necessitated a trip to the Breton capital. A 'Certificat de non-gage' being required to complete the paperwork transfer of a 2CV currently registered in the Loire Atlantique. This certificate is proof to the new registering Préfecture that the vehicle is not on hire purchase. The computer zipped out the document in seconds. A

Left to right: The quayside at Nantes, sans poisson. The Préfecture building in Nantes and that at La Roche-sur-Yon.

think of the rubber stamp, and I am back in the D, looking over my left shoulder to achieve unofficial-pavement-parking clearance height setting. Indicate left. Bring up the clutch. Release spring-loaded, foot-operated parking brake. Receive substantial piece of partly decayed mackerel in right ear. Resolve to ensure soles of shoes are clean before next application.

To continue the registration documents, on to La Roche. The trip from Nantes now takes less than an hour by the A83 autoroute. At 1:30 precisely, walk past the scorched railings of the Préfecture and think of the lamb-fuelled bonfire there last week. Present registration documents to apply for the new Carte Grise;

- Old Carte Grise, crossed out, signed, dated and marked 'Vendu'.
- Bill of sale document.
- Contrôle Technique stamp,

dated less than six months previously on old CG.

- Application for CG in my name.
- Proof of domicile.
- Cheque for stamp duty [90frs per fiscal horsepower, half price of vehicle over five years old. A 2CV is of course 3CV...

...And the printer again zips out a smart grey card. The hologram at the bottom is a neat and recent flourish.

At this stage the advocate of simplicity sings the praises of the non-paying services of Swansea, a point I discussed over lunch recently with a colleague who works in the Vendée administration services. An absorbing and lengthy debate which brought to light several fundamental differences in the concept of fiscal fairness. At the end of our discussion, I concluded that simplistic economics are unlikely to gain favour here. No chance of UK Local Authorities unloading all

of that slightly soiled but hardly used Poll Tax software...

My next stop in La Roche is just up the Rue Haxo to the Cité Travot. Tax City. Here I must purchase the Vignette, or vehicle licence. The gleaming and smoke-free offices are situated in 19th century buildings just outside the town square. The lady politely informs me that there would be a penalty charge. Seven francs penalty and 125francs later I ponder the cost of licencing a new XJ12 for a year... 11.904frs.

Lastly, call at the accessories shop. The car now being registered in Vendée, it has a local number. Imagine; my 10year old 2CV 'France 3' was, for a few minutes this afternoon, Vendée's latest registration. Could this system be the panacea for the craving 'outr-Manche' for a prefix fix every August?

Reflective plates are now standard, and at the end of the



afternoon the car looked splendid; complete with the compulsory three windscreen stickers ~ vignette, MoT, insurance. New number plate riveted on [screw fixing is illegal]. The new owners drove off to their pâtissiere on the coast, where 'France3' special edition [Beachcomber in the UK] will be very much at home.

A day full of red tape...? In some ways, perhaps. More than ample compensation, however, had been the opportunity to give the DS a motorway run, and to call in on Jean-Luc Thomas at his garage amid the Muscadet vines near Clisson on the way up to Nantes. He is retiring his 350 recovery truck.

As the photo shows, the 350 is the product of a brief but passionate tripartite affair between an Ami 6, a DS and a 1960s truck. There's the Ami speedo, DS door handles and catches, DS suspen-

One of the 2,000 special edition 2CVs produced in 1983. They are recognisable by their white and blue seat coverings and blue wave-stripes on the panels and roof. For each example sold, Citroën donated funds for upkeep of France's Americas' Cup challenger, Defi France. A further 2,000 were produced in the following year, but named Thalacap and had some slight modifications. It was this second series that was made available in the UK as Beachcomber and as Transat in Germany and the Benelux countries.



sion. The sight of a brake button on such a large vehicle is amusing. The braking efficiency, though,

is serious. The electric winch has hauled innumerable unfortunate victims off the NI37 and on to the load area since 1966. Fastidiously maintained, it must be one of the few commercials capable of making an H van look normal. The cab-mounted diesel engine is ready for an overhaul, but this rare survivor and dyed-in-the-wool Citroën is eminently useable.

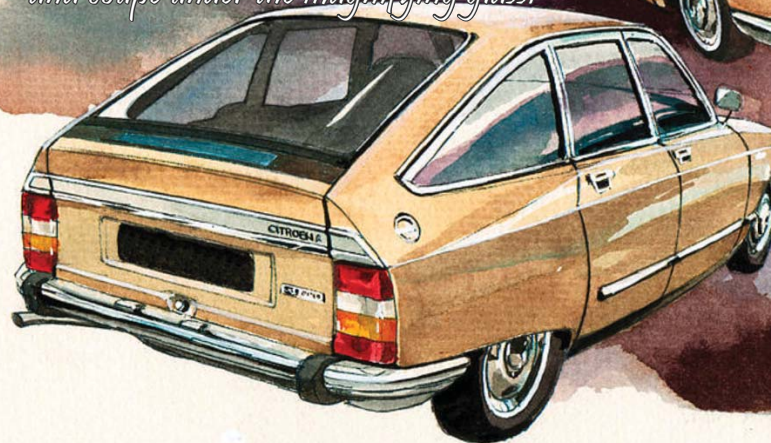
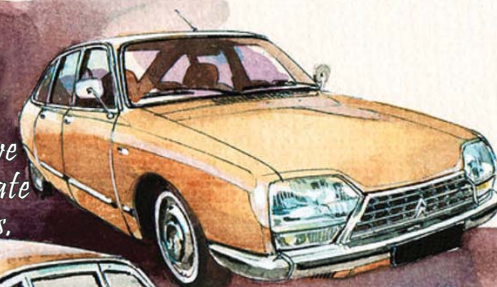
Alan Brown

This article by Alan was originally written for 'Citroënian', the magazine of the Citroën Car Club of the UK in May 1993. It is reprinted here by the kind permission of the author.



Looking Forward

Next issue of 'Front Drive'...
Finally, to celebrate the 50th anniversary of the launch of the GS we will put Citroën's mid-size saloon, estate and coupé under the magnifying glass.



Have you owned, do you own, a GS or GSA? Why not share your experiences of this under-estimated car with other members? Send your contribution, no matter how brief, to Leigh Miles at editor@citroenclassic.org.au by Monday, November 16. Got a picture that merits sharing? Send it as well.

Selling the Family Jewels?

The 2017 Auction

Due to a then impending relocation, Citroën auctioned 64 cars from the Conservatoire in December 2017. Approximately 400 Citroëns resided in the company's heritage collection ~ from early pre-war examples, one-off prototypes and important motorsport cars.

Citroën says that it was mainly offering cars of which it has multiple examples, with prices ranging from €1,000 to €20K. Prior to the event Citroën confirmed that the auction would include pre-war, 'youngtimers', modern cars as well as a few interesting prototype models, like those from Sbarro. There were also be around 90 items of Citroën automobilia offered during the same auction.

The downsizing was necessitated by the Conservatoire's impending relocation from the Aulnay-sous-Bois [Citroën's old factory, which has not produced any cars since 2012, and is located in the outskirts of Paris near Charles de Gaulle Airport].

The Conservatoire Citroën online auction, held on December 10, ended with some surprising results. Memorabilia items were sold for high prices, many two to



four times the estimates.

Leclere Motorcars, the automobile division of the auction house Leclere, auctioned off a portion of the reserve holdings of the Conservatoire Citroën in Aulnay-sous-Bois for a total of €773K [including fees].

All 155 exhibits found a buyer ~ a very exceptional result for auctions. 1,168 people followed the auction, which was held live by phone and on the internet at www.drouotlive.com. 621 people had registered as bidders. The sale took place directly in the premises of the Conservatoire Citroën.

Several clubs and members from all over France and other countries, along with some partners, had been invited to attend the event with Xavier Peugeot, chairman of l'Aventure Peugeot Citroën DS, and Alain Thuret, chairman of Amicale Citroën and DS France. They all had the opportunity to experience firsthand the emotional mood and the strong sense of community within the Citroën Community.

The one item that commanded big euros was the driving suit worn by Jacky Ickx in the Paris-Dakar 1991 Rally. It was estimated to sell for €200~250. The result was €5,824.

A 1924 Type C 5hp sold for €14,560. Its estimate



was €3~€6K.

A 1953 Traction Avant 11B fetched €14K, twice as much as the high estimate of €7K. This is encouraging for Citroënists as we know that the Traction is one of the most undervalued classics around.

Really strong demand for the GS and Méhari kept their pricing very high.

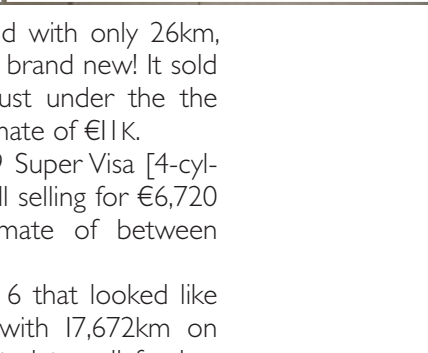
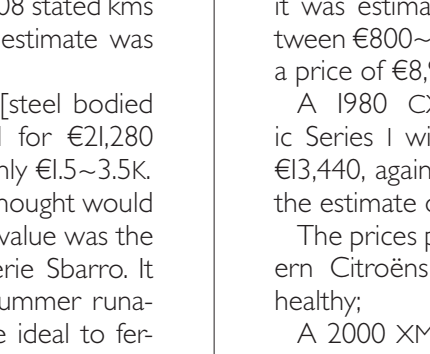
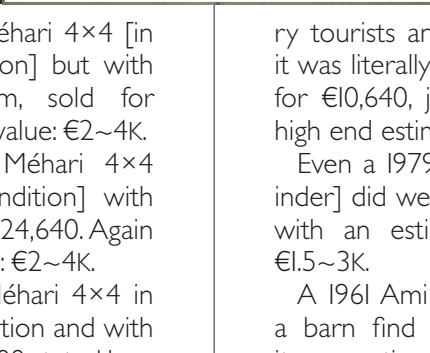
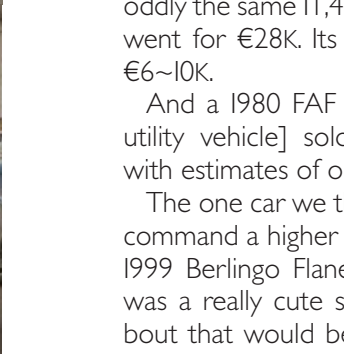
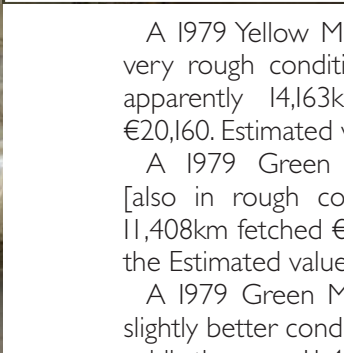
A 1973 Series I GS with 921km on the odometer sold for €11,200 with estimates of a mere €2.5~5K.

And a GS Spécial Series II with 2,078km went for €13,440 when the estimate was between €2~4K.

Three 4x4 Méharis still manage to stun the market:



Selling the Family Jewels?



Exclusive with 30,569km fetched €7,840 with an estimate of €3~5K.

Another 2000 XM V6 Exclusive with 119,500km closed at €12,320 beating an estimate of between €5~7K.

And a special XM, a 2litre model used for XM's launch in 1989, showing just €5,440km sold for €33,600 with an estimate of between €4~6K.

Xantias did well too:

A 1997 Xantia Activa V6 with 1,575km reached €15,680. Estimate: €5~8K.

A 2001 Xantia Break Series II with 25,707km commanded €7,280 when the estimate was between €2~4K.

And a few other quirky offerings fared well;

The 1983 Eco 2000 Concept [looking suspiciously as if it influenced Honda to build their Insight hybrid] fetched €11,760 when the estimate was €3~7K.

The pop-up through the roof rear seat 1997 Berlingo Grand Angle Sbarro fell short of its €9K upper expectation at €8,960. We guess no one wanted to be that weird!

And finally the Citroën's modern 2010 Tubik Van concept [a non functional model with no interior] managed to surprise bidders going for €36,960, well over what we thought was a high estimate of €20~30K.

It is heartening to see such

A 1979 Yellow Méhari 4x4 [in very rough condition] but with apparently 14,163km, sold for €20,160. Estimated value: €2~4K.

A 1979 Green Méhari 4x4 [also in rough condition] with 11,408km fetched €24,640. Again the Estimated value: €2~4K.

A 1979 Green Méhari 4x4 in slightly better condition and with oddly the same 11,408 stated kms went for €28K. Its estimate was €6~10K.

And a 1980 FAF [steel bodied utility vehicle] sold for €21,280 with estimates of only €1.5~3.5K.

The one car we thought would command a higher value was the 1999 Berlingo Flanerie Sbarro. It was a really cute summer runabout that would be ideal to fer-

ry tourists and with only 26km, it was literally brand new! It sold for €10,640, just under the the high end estimate of €11K.

Even a 1979 Super Visa [4-cylinder] did well selling for €6,720 with an estimate of between €1.5~3K.

A 1961 Ami 6 that looked like a barn find with 17,672km on it was estimated to sell for between €800~1,200, yet it reached a price of €8,960.

A 1980 CX Pallas automatic Series I with 15,220km made €13,440, again much higher than the estimate of €6~10K.

The prices paid for more modern Citroëns were also rather healthy;

A 2000 XM 2.5TD

Selling the Family Jewels?

strong prices for Citroëns when not a single 2CV, DS or SM was on the auction block. And the 64 cars offered were arguably leftovers from the hundreds cars Citroën has amassed in its collection. So the premium prices paid would indicate that properly sorted classic Citroëns should still be in demand. Time will tell if the trend continues.

The 2020 Auction

But PSA [or should that be Stellantis?] were at it again with around 50 vehicles from the archives of Musée de l'Aventure Peugeot, which also features Citroëns, many of which were repeats of models already held in the collection, went under the hammer on Sunday, 19 September 2020 to be given a chance of a new lease of life ~ the proceeds from these sales being re-invested into the acquisition and restoration of museum pieces.

Also crossing the block with Aguttés were three cars from private collections, making this a bumper auction for French car fans with 56 vehicles on offer ~ and it is the first ever sale to take place at the Musée de l'Aventure Peugeot, in Sochaux, France. There's a lot to get stuck into! Here's a selection...

1973 CITROËN TYPE H AMBULANCE

[EST: €4.5~6.5K ACHIEVED: €13.5K]

The first of the Citroën lots I am showcasing here is a depar-



ture from the H vans we often see around the UK [and occasionally in Australia], working as coffee shops or gin bars.

This H van was the property of the French Red Cross, as evidenced by the original car registration document, but also by the maintenance booklets, the user manual and various other original documents delivered with it. In spite of a few repaints, it comes to us in a nice original condition.

1966 CITROËN DS21 PALLAS
[EST: €12~22K ACHIEVED: €11K]
The DS presented here is a DS21 Pallas version with mechanical gearbox. First put into circulation on 27 May, 1966, it is in the desirable Palladium grey colour, reference AC 108 with an



extremely well preserved upholstery. It was sold new in Lille in the North of France with the evocative registration number I 369 DS 59. It then changed hands in 1968 to reach the Yvelines, a region it has never left since! This car still holds the registration number 7616 HA 78 and had only two owners before being stored in a dry barn in the mid-'80s. This is the opportunity to acquire a real barn find of a DS21 Pallas of the best mileage according to connoisseurs and with an easy to maintain mechanical gearbox! A very nice restoration project to bring this sleeping beauty back to life... The 2cv to the ds's left was also offered for sale in the auction.

1983 CITROËN GSA XI
[EST: €2.5~4.5K ACHIEVED: €7.5K]

This GSA has only just clicked over the 25,000km mark, so has plenty of life left in it.

Presented in good, original condition with original blue upholstery that is described as being 'almost new', it has the optional tinted windows, alloy wheels and rear wiper/washer. Actually, from the picture you can see that it does not come with alloy wheels but with alloy-look hub caps which conceal the entire wheel.

1979 CITROËN MÉHARI
[EST: €5~8K UNSOLD]

Méharis have an everlasting charm, and this example is in original condition with a mere

Selling the Family Jewels?

838km on its odometer as it was used only to travel to the Vélizy Technical Center site. This car with an interesting provenance and low mileage is an excellent base for restoration.

It is being offered for sale from the Sochaux museum's collection and is surely an enticing prospect for any enthusiast of the model.

1927 CITROËN B14

[EST: €4.5~6.5K ACHIEVED €6.3K]

This impressive-looking Double Chevron is a model that made its debut at the 1926 show scene.

It is being sold as a restoration project, previous work now being tired, although the engine is said to run.

1966 CITROËN DS21 CABRIOLET

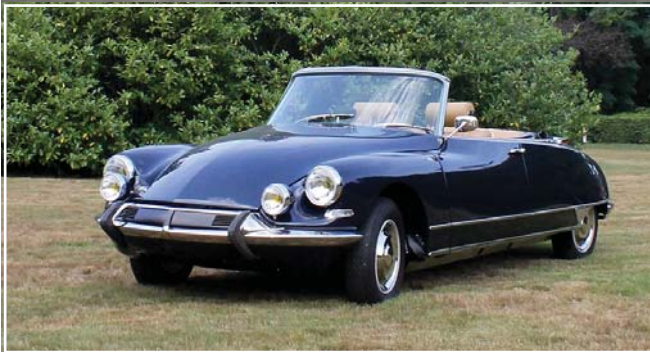
[EST: €160~200K ACHIEVED: €246.3K]

Not all the lots in this sale are in need of work, as this magnificent DS proves. One of the first DS21 Cabriolets, it has been restored to a high level, its body stripped and repainted in its original hue.

Work also extended to the mechanical elements and its interior, plus it received a new soft-top.

Accordingly, it is said to be in 'near concours condition' ~ with a price-tag to match, and comes with a good stack of paperwork.

Delivered new in France, this DS21 convertible was first registered on 23 December, 1965. It is therefore a 1966 model equipped with a semi-automatic gearbox.



1977 CITROËN LN

[EST: €2~4K ACHIEVED: €8.7]

One more dinky lot, but this Citroën is in much finer condition than the Peugeot 104 I have shown. The 104 achieved just €4.5K.

Restored by employees at Citroën's Rennes La Janais plant and thereafter stored in the museum's reserve collection, it is in apparently as-new condition, and boasts a super-'70s houndstooth-trimmed interior. The estimate for its Peugeot sibling was €1.5~3.5K.

1972 CITROËN DYANE 6

[EST: €3~5K ACHIEVED €9.9K]

Another classic that has benefited from a restoration by an in-house force of volunteers, it is described as having 'beautiful' bodywork and a 'perfect' interior.

It has done fewer than 15,000km, too.

1986 CITROËN BX SPORT

[EST: €5~8K ACHIEVED: €11.1K]

Here is a serious dose of '80s nostalgia that might get you thinking of placing a bid.

Our BX Sport was registered on April 16, 1986. It's in a very nice condition both regarding the outside and the upholstery. Restored by the employees of the Rennes factory when it entered the conservatory in 2006, it now has just over 126,000 km on the clock. Equipped with a non-original sunroof, it is sold with all its user, warranty and maintenance

Selling the Family Jewels?

manuals in their original pockets. It is therefore a great opportunity for all those nostalgic for the 80s.

2011 CITROËN DS3 WRC

[POA UNSOLD]

Okay, so this isn't very classic ~ but we couldn't resist!

This is the car in which record-breaking champions Sébastien Loeb and Daniel Elena won 80 stages en route to their ninth and final title, in 2012.

In all, this car contested 32 rallies between 2012 and 2016, with 11 wins, 16 podiums and just four retirements.

Chassis number 17 today wears its 2013 French Rally livery and is said to be in perfect working order.

1984 CITROËN VISA V6 DANGEL PROTOTYPE

[EST: €35~45K ACHIEVED €40K]

This is a unique prototype rally car, built by Henry Dangel in association with Citroën. Mid-engined, it has four-wheel drive, a 175bhp V6 and a five-speed gearbox ~ plus, it is a featherweight at just 800kg.

However, with the Visa six years old and the BX just two, the latter was selected as the better commercial bet for rallying, leaving this a case of 'what if'.

The museum's specialists have recently put it back on the road, so it is raring to go.

1978 CITROËN VISA CLUB

[EST: €7.5~10K ACHIEVED: €15.9K]



While the estimate for the Dangel Prototype might make it the most expensive Visa ever to be sold, the estimate for this Visa Club must make it the second most expensive example. So, of course it had to be included.

But, it was car was used for the

advertising campaign of the first Visa catalogue ~ or at least the European version. In the UK version the Club that was depicted was Rouge Geranium rather than silver. It is today in its strict original condition, very well preserved, its odometer shows only 500 km.

A Visa II RE with an estimate of €2.5 to €5K even beat its estimate attaining €6,300.

1957 SABATIER 'LE PRATIQUE' TYPE 49

[EST: €2.5~5K ACHIEVED: €3.3K]

Classic tractors are increasingly cool products and often crop up in classic car sales.

Fewer than 300 Sabatier tractors are thought to be registered in Europe and this one has been restored. Power comes from a 25bhp, four-cylinder Citroën engine ~ and we love how its colours pop.

1969 CITROËN DS21 PRESTIGE

[EST: €25~35K ACHIEVED €56.7K]

We return to more conventional classic fare with an unusual version of the hallowed Citroën DS. The vehicle presented is a DS21 Prestige manufactured on 23 September, 1969. It was used as a model for a series of photographs accompanying a press release addressed to dealers, in order to present this model to a wealthy clientele.

It was used as a company vehicle by Pierre Bercot, Citroën's number one from 1958 to 1971.

Selling the Family Jewels?

The registration certificate, updated in 1983, is still held by Automobiles Citroën and is still registered in the name of Automobiles Citroën.

This model in Comfort finish, soberly equipped, humble and innovative at the same time, is in the image of Pierre Bercot. This man and this car are inseparable.

Today, this model is in its strict original condition, having never been restored, its exceptional history alone justifies the most beautiful restoration.

Surprises for PSA on the Day

The PSA car that beat the estimate by the largest percentage was a 1993 Peugeot 306 Cabriolet that was the prototype used by the Colour & Material Department. The upper estimate was €6K and it sold for €25.5k, beating the estimate by 325%.

On the same basis the best-performing Citroën was the LN, ahead by 118%.

In terms of actual money in the pocket the biggest earner was Pierre Bercot's DS Prestige which beat the upper estimate by €21,700. The Peugeot that generated the largest 'profit' was also the 306 Cabriolet which beat the upper estimate by almost €20K.

There were ten vehicles that failed to sell and of them four were Rally cars. Indeed of the six Rally cars offered, only two sold.

Apart from the cars that were passed in, it was a Peugeot 203

Cabriolet that 'failed' by the largest margin. It was one of ten built in Switzerland by Warblaufen in 1951, prior to Peugeot commencing production of their cabriolet. It sold for almost €11K less than the €70K estimate.

The full listing, with the results, can be found here: www.aguttes.com/catalogue/106316?



For Sale

UNLESS OTHERWISE STATED ALL PRICES SHOWN EXCLUDE RELEVANT GOVERNMENT TAXES AND CHARGES.

ID 19

Andrew Johnson has an ID 19 for sale

- Aussie-built [C&G Series 6103. Pleasingly, the engine No matches too!]
- Whole [save for spare wheel/door card and a broken rear indicator lens.]

Would like it to go to someone genuinely interested in such vehicle who will do something with it. Floor is stuffed and to some fair extent the side rails of frame. For an enthusiastic talent, it is worth the look. Garth Foxwell has some 30 photos if someone wants to see, otherwise the fellow's details are: Andrew Johnson, Ph: 0432 539 992 and asking \$1,500. If anyone calls him, don't rely on leaving message and being heard and do reference the Car Club ad! Garth Foxwell 0427 971 488 [44/03A]



1958 BERINI MOPED BICYCLE

28" Malvern Star gent's bicycle with original green pin-stripe paint. Has 3-speed Sturmey-Archer hub gears. Bought for £15 in Feb 1958, it is fitted with a 32cc Dutch Berini M-3 2-stroke motor that drives onto front tyre. Back-pedal brake. Good tyres. Mudguards & rear packrack. Rare machine. Family heirloom. Owners handbook and magazine articles. Goes well. Good condition. No reg'n required. [Some parts still available ~ see Berini website. Nearest agent is in Rotterdam] \$2,000. Contact: Warwick Spinaze, Tootgarook, Vic. 0407 016 719 [44/3]



1950 CITROËN 11B

My 1950 Citroën 11B Normale [209030] project is sadly for sale, as I'm no longer able to get back into restoring it. The car used to be another member's car [Peter Fitzgerald] and was named 'Moriarty'. It is complete, although the interior is a bit of a mess, partly disassembled interior by previous owner ~ and I kept it the way I got it... The crown wheel and pinion are worn beyond repair and would need to be replaced if restored to original. I have acquired an ID 19 engine and 4-speed gearbox with the intention of fitting that to facilitate better maintenance and drivability. There is also a spare rough boot lid and a second spare wheel. Comes with original parts list and workshop manual and a complete photocopy and PDF. I have a few photos of it out of the 'barn' taken a couple of years ago... \$10,000 ONO. Contact Details: E-mail joe.hovel@gmail.com or 0499 050 609. Joe Hovel, Bendigo. [44/02]





CITROËN CLASSIC OWNERS' CLUB OF AUSTRALIA

Australia's National Citroën Car Club

