



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

FRONT DRIVE

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

February/March 2021 Vol 44 No 5

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.

Committee

President ~ Ted Cross
[03] 9819 2208 [H]
president@citroenclassic.org.au
Secretary ~ Tim Cottrell
0416 009 297 [M]
secretary@citroenclassic.org.au
Treasurer ~ Ian Macdermott
0419 362 375 [M]
treasurer@citroenclassic.org.au
Activity Coordinator ~ Lee Dennes
0438 286 181 [M]
activities@citroenclassic.org.au
Spare Parts Officer ~ Lance Wearne
0424 054 724 [M]
spareparts@citroenclassic.org.au
Publication Editor ~ Leigh Miles
[03] 9888 7506 [H]
editor@citroenclassic.org.au
Committee Persons ~
Robert Belcourt [03] 9885 4376 [H]
Max Lewis [03] 9372 0921 [H]
Russell Wade 0401 859 704 [M]
Bruce Stringer 0412 342 706 [M]

Membership

Annual Membership is \$35 and printed editions of 'Front Drive' are posted to Australian addresses for an additional \$45 per year.

Meetings

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

Support

Web Site Manager ~ Bruce Stringer
0412 342 706 [M]
websitemanager@citroenclassic.org.au
Membership Secretary ~
Ian Macdermott
0419 362 375 [M]
treasurer@citroenclassic.org.au
Asset Custodians ~ Ted Cross
Max Lewis
AOMC Liaison Officers ~
Max Lewis [03] 9372 0921 [H]
Russell Wade [03] 9570 3486 [H]
Club Permit & Safety Officers ~
Russell Wade [03] 9570 3486 [H]
Philip Rogers [03] 5944 3091 [H]
Ted Cross [03] 9819 2208 [H]
Librarian ~ Max Lewis
[03] 9372 0921 [H]
librarian@citroenclassic.org.au
Club Shop ~ Kay Belcourt
0413 651 210 [M]
clubshop@citroenclassic.org.au
ICCCR Representative ~
Ted Cross [03] 9819 2208 [H]

Cover Image

The cover image is taken from the quarterly Citroën information bulletin, 'Le Double Chevron', No 68 from the Summer of 1982. The image was taken by Emmanuel Perrin. More of his work can be found on page 42.

Deadline

The deadline for the next edition of 'Front Drive' is Wednesday, March 17, 2021.

FOR SPARE PARTS & TOOLS

Contact Lance Wearne.
Phone: 0424 054 724 [if you do phone, please do so at a reasonable hour] or spareparts@citroenclassic.org.au

CLUB SHOP

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

OTHER CLUBS

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

Contents

ED SED	PAGE 4
PREZ SEZ	PAGE 5
A-TRACTIONS	PAGE 6
CIT-IN 2021 BENDIGO	PAGE 14
OFF THE BITUMEN, ONTO THE BEACH	PAGE 16
THE RAPID CAMEL STRIKES AGAIN	PAGE 24
PLASTIQUE FANSATIQUE	PAGE 30
NERDS R US	PAGE 38
PHOTOTHÈQUE	PAGE 42
OFF-BEAT SOFT-ROADERS	PAGE 46
PROPHECY FULFILLED	PAGE 55
RECENT RECREATIONS	PAGE 66
YOU SED	PAGE 70
READ ALL ABOUT IT: BOOK REVIEW GS/A	PAGE 70
CLASSIFIED ADS	PAGE 74

Contributors

Contributors to this edition of 'Front Drive' include David Baker, Tony Baker, Philippe Berthonnet, Alan Brown, Garth Foxwell Gilles Labrouche, Adrien Malbosc and Emmanuel Perrin

Ed Sed

Rabbit holes! While Alice Liddel [of 'Alice in Wonderland'] might have been the first human to go down a rabbit hole, many of us have been embarking on the same journey recently. Although the hole is more likely to be computer-related.

The rabbit hole of YouTube is especially pernicious. You start by just looking at a BX video of a Series I I4RE [www.youtube.com/watch?v=fSaZ5SSO0BY] and suddenly there is stream of BX videos ready for you!

And the rabbit hole has opened. But these holes are not only discoverable on line. At the recent GS/A day run I got involved in chatting with CCCV-member and GSA-owner, Dave Rogers. Dave's car is so early it has the old-style GS dash, rather than the newer GSA type. I was able to add a little more to his history of the car as when I first knew it, it was owned by ex-CCOCA member, Peter Fitzgerald.



Inspired, I contacted Peter to see what he knew of the car's history. He bought it from SA ex-Citroënist Phillippe Mortier but there the trail goes dry as Phillippe had bought it from a long-closed second-hand dealer.

But contact with the GS-Register manager for the CCCUK resulted in all sorts of information about chassis numbers, ORGA/RP numbers, build dates and original UK registration dates.

Read my discoveries at the bottom of the rabbit hole on page 66.

But, the prime focus of this edition is the Méhari: Citroën's, go-anywhere 'camel'. It was launched in 1968, that year of ferment when civil unrest occurred throughout France, lasting some seven weeks and punctuated by demonstrations, general strikes, the occupation of universities and factories. At its height the economy of France came to a halt. The protests reached such a point that political leaders feared civil war or revolution; the national government briefly ceased to function after President Charles de Gaulle secretly fled France to Germany at one point. The protests spurred movements worldwide, with songs, imaginative graffiti, posters, and slogans.

Surely the 'right' year to launch this 'anti-establishment' car. But

Continued on page 6

Prez Sez

Welcome to 2021 and Leigh's latest magazine.

I am guessing you share my delight that 2020 is finally behind us. Last year created many issues for the running of the club, and whilst many functions of the club continued, social events and activities have suffered.

We took this time to re-vamp the club in several ways and stripped some running costs from it, to provide a cheaper annual fee for most members. This was generally well supported by most members, and we have been playing catch up with bonus magazines and a special hard copy run that we were previously unable to print and send. Now we can resume normal activities in 2021.

Please support our social events and meetings as they appear in our activities calendar. Cit-In is still going ahead as I write this report and we have in excess of 120 registrations. There are still a few spaces available; but the final cut-off is quickly approaching.

Throughout this period, I know that many members have been repairing and restoring their Citroëns and we have some recent new members to welcome into our group. Welcome to Jeff Ridley in Tasmania with his Trac-tion and Phillip Winn in WA with his D Special. CCOCA has a di-

verse mix of Citroën models under ownership throughout Australia.

Speaking of diverse models, nothing rarer comes to mind than the quirky Citroën Mehari utility vehicle based on the 2CV. Leigh will feature this model and hopefully give us some little-known facts about this plastic fantastic.

I believe we have three members with this amazing model in our club here in Australia. And the rarest of them all belongs to Bruce and Yvette Adame in Queensland. We will hopefully hear more about this Mehari in a future feature story.

I know that when Helen and I went to the Citroën 100-Year event at La Ferrière in 2019 there were hundreds of them proudly on display. They are a hero A-Series model in France and whilst out on the coast from Bordeaux for day, we counted thirty. They were all being used

Continued on page 6



Ed Sed

Continued from page 4

sales were miniscule: just 837 found homes that year. Read the full story in this Front Drive.

An Appeal

Do you own any AUSTRALIAN or NEW ZEALAND GS material? Brochures? Road Tests? Press or Magazine Advertisements? If so, I would love to hear from you. I am doing some research for Marc Stabèl, whose GS/A book is reviewed in the magazine and we are seeking local material. Contact me at editor@citroenclassic.org.au

Enjoy,
Leigh F Miles ~ Editor

Continued from page 6

daily at the local beach houses as superb holiday transport.

So please sit back and enjoy this next magazine.

Ted Cross ~ President

A-Tractions

Please note: For all events you will be required to provide names, email addresses and phone numbers of attendees to the Event Contact as per Covid Contact Tracing Regulations. Please check the Club's website for the latest information or contact the organiser prior to travelling to any listed event.

• February

Peter Sandow's 'Poke Around the Factory' and al Fresco Lunch

WHEN Saturday, 20 February
TIME: From 11:00am,

lunch from 1:00pm

WHERE: Workshop/Factory,
3 /4 Merino Street, Capel

Sound then lunch at 16 Arunta
Crt., Rye

COST: Free

BOOKINGS: Essential by

Monday, 15 February

BRING: Everything for a

BBQ/picnic

PROVIDED: BBQ facilities,

tea and coffee

CONTACT: Peter Sandow

0419 515 302

p.sandow@fmsa.com.au

As always, numbers are limited, so book early or you may have to join the waiting list. At the time of writing no more than 15 people can attend but that could easily change between now

and late-February. If numbers exceed the regulations the BBQ will be held at an alternate outdoor public space and attendees will be notified via email of the new venue.

Some of the gems to be seen include:

- An ID19-P, 1959-1960, ex-Javel factory, France. Rumoured to have been imported to Australia by the French Consulate in Canberra.
- Another ID19, also a single light, West Heidelberg assembled, c1962-66. Originally was in 'Ivory', but unfortunately has been painted, as Peter says, with a toothbrush. He is planning a rebirth.
- Peter's beloved Traction Avant, ex-Javel factory, 1950-51.
- 'Beachcomber', Not Peter but a 2CV6 Special.
- All hat, no cattle, DRB Cobra, 302 Ford, 5-speed.
- The good night out, Mercedes Benz 450SLC, 1978.



Monthly Meeting: Model Car Moments

WHEN Wednesday, 25 February

TIME: 7:30pm

WHERE: Zoom

COST: Free

BOOKINGS: Not required

CONTACT: Lee Dennes,
04 3828 6181

l.dennes@bigpond.net.au

The link for the Zoom meeting will be emailed by Tim Cottrell on the day.

Bring along your favourite Citroën model car and have a chat about the 'real' car on which it is based, the story of how you acquired it, why you like it so much... whatever takes your fancy.

Chit Chat Tuesday

WHEN: 1st Tuesday

2 February

2 March

6 April

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

A-Tractions

• March

Combined CCOCA/CCCV
Concours d'Elegance

WHEN: Saturday, March 6 2021

TIME: Car entry from
9:00 to 10:00

WHERE: Trey Bit Reserve, Jetty
Rd., Sandringham

Cost: \$5 per car
BOOKINGS: TBC



2021 Citroën Concours d'Elegance

C'est magnifique!

Citroën Concours d'Elegance 2021

Trey Bit Reserve
Jetty Road, Sandringham
Saturday 6th March
Car entries from 9.00 to 10.00am

Entry fee: \$5 per car
A joint CCCV & CCOCA event



BRING: Everything you need for
a picnic in the sun

CONTACT: Dave Rogers [CCCV]
0422 229 484
drogers1@gmail.com

NOTE: Change of contact per-
son. While Covid means that the
best-laid plans can be re-railled
we expect Big Shot Café & Bar
[the 'H-Van Man'] will be in at-
tendance and we hope the local
Sea Scouts will host a 'sausage-
sizzle' to keep the 'hungries' at
bay.

Classes will be:

- Traction Arrière
- Traction Avant
- A-Series [2CV, Dyane, Ami]
- D-Series, G-Series [ID/DS, GS/
GSA]
- X-Series [AX, BX, CX, Xantia,
Xsara]
- C-Series [C2, C3, C4, C5, C6]
- DS Brand
- Popular Choice

Keep an eye open for more
details closer to the date.

*Joint Meeting with CCCV:
Guest Speaker, Jon Faine AM*

WHEN: Thursday, 18 March

TIME: 8:00pm

WHERE: Vintage Drivers'



Club Rooms, 8/41 Norcal Rd.,
Nunawading
Melway 48, G11

COST: Free
BOOKINGS: Essential by Monday,
15 March

CONTACT: Lee Dennes,
04 3828 6181
l.dennes@bigpond.net.au

This event is now full, but Lee
has created a waiting list.

Jon is a Melbourne lawyer,
broadcaster, writer and public
speaker who was the Morning
Presenter for over 20 years on
ABC Radio Melbourne until Oct
2019.

Jon bought his first Light 15 in
1975 when he was a student,
and has pretty much had either
a Traction, 2CV or DS ~ some-
times all three ~ ever since. He
will speak on a range of topics
that will keep us thoroughly
entertained throughout the
evening. There will be something
for everyone including good old
media gossip and his 'Cheaper
than a Shrink' notion, which is
how he approaches playing with
old Citroën cars.

www.jonfaine.com

NB: Please note the change of
venue, date and time for this
meeting.

2021 Annual General Meeting

WHEN: Wednesday, 24 March
TIME: 7:30pm

CONTACT: Tim Cottrell,
0416 009 297

secretary@citroenclassic.org.au
Ted Cross
[03] 9819 2208

president@citroenclassic.org.au

After the undoubted success
of the delayed 2020 AGM your
Committee has decided that
we should once again hold the
Club's Annual General Meeting
as a virtual event, using Zoom.
Oh, and of course the whole
matter of COVID makes Zoom
a far safer approach to hosting
the AGM.

Zoom allows a far wider cross-
section of our members to
participate in, and to be heard
at, the AGM.

In March you will receive an
email with a link to the com-
bined Proxy/Nomination Form.
Follow the link, complete and
submit the form.

- Proxy Form
- For the AGM to proceed, a



A-Tractions

quorum of 10% of members [about 30] must be present, in person or by proxy. Please complete the Proxy Form by Tuesday, 16 March. This is the Club's preferred way to achieve our quorum.

- **Nomination Form**
This is part of the same form as the Proxy. You only need to complete this if you wish to nominate any member to a Committee or Support position. The form will not need to be signed by the seconder or the nominee. The President is prepared to second all nominations. The Club will contact nominees to ensure their willingness to be nominated. Nomination Forms must also be completed by Tuesday, 16 March.
- **Committee Reports**
Committee and Support Officer Reports for the 2021 AGM will sent to you closer to the date. If after reading these reports you wish for a question to be raised on your behalf, contact the Secretary who will table your question. It, and the reply, will be included in the minutes circulated to members.

• APRIL

Post Bendigo Cit-In Run 2021

WHEN: Monday 5 to Thursday 15 April
WHERE: Central Victoria and



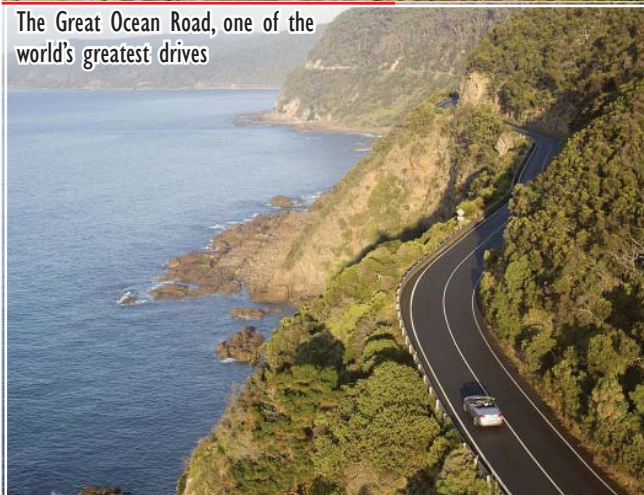
FROM: Western District Bendigo
TO: Horsham
VIA: Ballarat, Lorne, Warrnambool, Hamilton and Halls Gap
COST: TBA, see below
BOOKINGS: Expressions of interest being taken now
CONTACT: Brian James



Castlemaine's main street



Volcanic rock formations, Tower Hill, Warrnambool



The Great Ocean Road, one of the world's greatest drives

[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
• Accommodation Eureka Stockade Holiday Park [2 nts] [03] 5331 2281
- Day 2: Tuesday, 6 April
In Ballarat.
- Day 3: Wednesday, 7 April
Ballarat to Lorne 158km
• Lorne Foreshore Caravan Park. [2 nights] [03] 5289 1382
lorne@gorcc.com.au
- Day 4: Thursday, 8 April
Lorne and surrounds.
- Day 5: Friday, 9 April.
Lorne to Warrnambool 207km
• Warrnambool Holiday Park & Motel [2 nights] [03] 5562 5031
info@whpark.com.au
- Day 6: Saturday, 10 April
Warrnambool and surrounds.
- Day 7: Sunday, 11 April
Warr'bool to Hamilton 116km



Sovereign Hill, Ballarat



Poco Gelato; the finest in Port Fairy



Maldon Vintage Machinery Museum

A-Tractions

- Lake Hamilton Motor Village & Caravan Park. [2 nights]
info@lakehamilton.com.au
- Day 8: Monday, 12 April
Hamilton and surrounds.
- Day 9: Tuesday, 13 April
Hamilton to Halls Gap 96km
• Halls Gap Gardens Caravan Park. [1 night]
[03] 5356 4244
stay@hallsgapgardenscaravanpark.com.au
- Day 10: Wednesday, 14 April
Halls Gap to Horsham 80km
• Horsham Riverside Caravan Park. [1 night]
[03] 5382 3476
horsham@southerncross-parks.com.au
- Day 11: Thursday, 15 April
We all head home.
- Total distance 811km

• May

44th Historic Winton

WHEN: Saturday, 22 & Sunday
23, May
TIME: 8:00am to 4:30pm
WHERE: Winton Motor Raceway, 41 Fox Street Winton,
COST: TBC
BOOKINGS: Advisable
BRING: Everything you need for a great day out
CONTACT: www.historicwinton.org/contact

Historic Winton is Australia's largest and most popular all-historic motor race meeting. Enjoy a weekend of non-stop racing featuring over 400 historic rac-



ing cars and motorbikes from the 1920s to the 1980s as well as a huge array of veteran, vintage, rare and unusual vehicles on display. Historic Winton is conducted by the Austin 7 Club Inc. with assistance from the Historic Motorcycle Racing Association of Victoria.

Early Warning

• November

RACV Alpine Trial Centenary

WHEN: Saturday, 20 to Saturday,
27 November
FROM: RACV Nobel Park
TO: RACV Goldfields Resort,
Ballarat
COST: Participants: \$350pp
BOOKINGS: Essential
CONTACT: Glenda Chivers,
0431 709 248



RACV ALPINE TRIAL CENTENARY

20-27 NOVEMBER 2021

racvalpinetrialscentenary@vdc.org.au

In 2021 RACV will celebrate the centenary of the RACV Alpine Trials, events that were significant milestones in Australian automotive history. To commemorate those milestones, RACV, along with the Vintage Drivers Club, will be organising an event recreating the original 1921 Alpine Trial. The RACV Alpine Trial Centenary event will follow, as closely as practicable, the route of the 1921 RACV 1,000 Mile Reliability Trial.

A maximum of 100 vehicles will be permitted to enter, with preference given to vehicles that competed in the original events and to other vehicles manufactured during the period of the trials: 1921-1926.

Entries will be accepted in 3 Tiers. Preference for acceptance will be in the order of these tiers.
TIER 1: Vehicles that actually contested any of the four RACV events.

TIER 2: Vehicles of the same



make and model as the original contestants of the trials.
TIER 3a: Other vehicles manufactured between 1921-1926.
TIER 3b: Vintage vehicles up to 1930.

CCOCA members will be interested to know that in 1921 four Citroëns participated. The drivers were H Curtis, WG McDonald, Miss K Braithwaite and William Dixon who was a late entry and did not finish. Curtis' car is listed as 9.4hp, while the others are 8.59hp. It would be great to see a Citroën or two participate in the Centenary Trial.

Keen to participate? You can read more about the event and download the registration form here: www.vintagedriversclub.com.au/racv-alpine-trial

Don't own a suitable 'period car'? You can still see the cars that participate. The planned route is:

Day 1: Noble Park to Taralgon

Day 2: Taralgon to Lakes Entrance

Day 3: Lakes Entrance to Wodonga

Day 4: Wodonga to Bright

Day 5: Bright to Mt Buffalo, Harrietville and return to Bright

Day 6: Bright to Mansfield

Day 7: Mansfield to Healesville

Day 8: Healesville to Ballarat, finishing at Creswick



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.

Now that lockdown has been relaxed there is likely to be a rush for holiday accommodation, so book ASAP. Our reserved accommodation was being held until the end of July

so please check direct with the All Seasons Resort to make sure there is still accommodation available.

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 Mclvor 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]

Just in Time
 [01.02.21 - 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 all payments should be directed through the CCCV website. There will be more information coming soon from CCOCA.

This will be the first post COVID-19 national meeting and we strongly recommend every CCOCA member supports it. 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.



Off the Bitumen, Onto the Beach

The daughter of May 1968, the Citroën Méhari is a reflection of its time: colour, freedom, insouciance and nonconformism. Back to the ideal 2CV derivative for the holidays.



Right: Spartan, the Méhari nevertheless offers a breathtaking view of the ocean. What if real luxury was space?

There is no car without history. And the Citroën Méhari, with its look of a plastic toy from a well-known manufacturer, is the ideal car for family fun next summer... and for creating great stories to tell!

The Citroën Méhari makes you a star. Wherever you are, there is no point in hoping to go unnoticed. The heads turn around, the thumbs go up, the smiles appear and a few loud bursts of laughter are heard, especially if you push the tiny twin-cylinder and the car sways in a cartoon fashion. Because, surprisingly, this car, long mocked for its modest performance, appreciates when the tone is raised. But first of all, we must understand the beast.

First stage? Remove the entire roof and the side windows. After a few broken nails and curses that decen-

cy forbids me to repeat, I call my father and his toolbox, hoping that his 'deuchist' pass will help us remove this astonishingly complex camping tent.

Don't laugh: even with the help of the essential 14mm spanner, we took half an hour, or maybe an hour! I dare not even think of reassembly... But for the moment, there is a great desire to go and enjoy the sun and the sea with the family.

Mower or Motorcycle?

Young and old do not believe their eyes. Which, despite its bodywork which does not conceal its plastic origins and a rattling engine sound, it is a real duly registered car. Of course, the doors do not close properly, the plastic carpet under your feet evokes the world of camping and the driving position requires time to get used to it. With your knees in your chin,



Off the Bitumen, Onto the Beach



With its great suspension, the Méhari is not afraid to venture off the beaten track.



The Citroën twin-cylinder fitted the 2CV and, by extension, all its derivatives, including the Méhari.



Off the Bitumen, Onto the Beach



nicates a zest for life that cannot be reduced to the sum of its qualities. In addition to its characteristic engine noise from its twin cylinder motor [a subtle mixture of lawnmower and motorcycle], the Citroën makes its passengers laugh by its characteristic sounds.

I am not going to go on about the genius of suspension by inertia dampers which give generous ground clearance and keep

arms outstretched towards this huge vertical steering wheel, you benefit [in good Citroën] from a truly comfortable seat. This is the first good surprise, and by far not the last. Because from the first meters, the Méhari shows remarkable road qualities. Yes Yes!

The steering is precise, the brakes enduring, the suspension is extremely comfortable, the sweet and well-ratioed gearbox, the very voluntary engine and exemplary handling. More importantly, the Méhari commu-

The Méhari is a reflection of a carefree era in love with freedom...

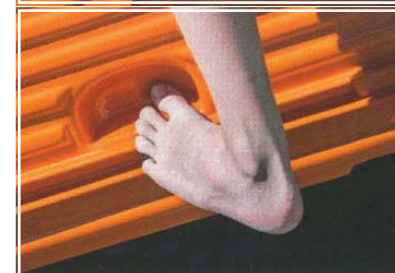
Minimal instrumentation but ashtray as standard: at the time, the priorities were not the same!



Left: Unconventional even in the glove box! It was re-purposed in a second to welcome the sea-shells...



Right: It might not look like it, but the Méhari takes care of the details: there is even a notch to climb on board.



the car riveted to the ground. They generate quite contradictory sensations because they are both flexible and hyper-lively. Very soft in compression and devilishly reactive in relaxation, this running gear contributes greatly to the charm of every 2CV and its derivatives.

At Ease Everywhere

The folding windshield amuses children, but I have to put it upright if I intend to exceed 40kph. And she goes there with joy, this brave Méhari. The 26bhp [19.4kW] easily takes the 525kg car up to 70kph. The engine loves to rev, its flexibility even allows you to not worry too much about the gear lever.

You just have to get used to the offbeat sound, the breathtaking sound volume and the vi-

brations inherent in its architecture evoking more the world of motorcycles [we think of BMWs] than of cars. While waiting to arrive at the beach, the small Citroën offers me the supreme pleasure of tasting the smells of summer: The pines on the edge of the road caramelized by years of sunshine, the remnants of the morning dew exhaling delicious scents, the fragrances of iodine from the ocean not far away...

Few cars, not even convertibles, make you so aware of how lucky you are to be on an adorable little road! Add to that permanent sunbathing and the possibility of cutting cheerfully across fields and you get the ideal machine to forget your worries. If you have the misfortune to be in a hurry, the flat twin agrees to operate at

its maximum speed without showing a single sign of fatigue... on the flat! 100kph is quite possible, even if the volume of noise will quickly exhaust you.

A detour via an unsurfaced track highlights the aptitude of the beast on the road: long wheelbase, high ground clearance, large deflections and unevenness smoothed as if by



Off the Bitumen, Onto the Beach

magic. The modern car that accompanies us is forced to proceed at walking pace while simultaneously martyring the vertebrae of its driver.

I'm Ten Years Old...

Here is the beach! The glove compartment can be removed without tools and is transformed into a bucket to accommodate children's shells. We take the rakes and shovels piled up in the rear, behind the back seat. This can be removed by pulling on it and it can be transformed into a deckchair or cabin, with the addition of the side windows and the bonnet which need only a

second to be put in place.

After a day of ricocheting, bathing in 'good when you are there' water and making the most beautiful sand castle in the world, it is already time to go back. Children are tired. You just have to put the windows back in, settle the speedo at 70 on the tiny dial, engage the overdrive fourth gear and take advantage of Citroën's famous comfort. I already know that it will take me at least half an hour ~ if I have not lost bits on the way ~ to re-attach the hood and its evil frame. But whatever.

During one day, the Méhari

will have offered me the joys of carelessness. As I fell back into childhood, I suddenly no longer burdened myself with forbidding considerations. Did I lock the car? Can I go through this little path? How do I remove the sand at the end of the day? Yes, I admit, I could not resist the immature pleasure of washing the car with a jet of water while having fun watering the children, delighted to finally have permission to do stupid things, by the way.

Of course, you will find more beautiful, more powerful and less expensive cars than a Méhari. But none will have the ef-

fect of making you feel ten years old again!

Our heartfelt thanks to Bruno Guilnard, FCA dealer in La Rochelle, for having found this Méhari. Thanks to Marc Legeais, the owner, for his blind confidence. We also thank Cyril, Sophie, Penelope and Tristan, our extras for the day!

© This article, with text by Philippe Berthonnet and photos by Gilles Labrouche first appeared in the French magazine *Retroviseur* in July/August 2019. It was translated by the Editor and is taken from his archive and may not be reproduced without the permission of the publisher.

TECHNICAL CHARACTERISTICS

- Front-mounted, twin cylinder engine. 602cc [174 x 70mm], 26bhp [19.4kW] @ 5,500rpm, 4.4Nm @ 3,500rpm. Compression ratio 7.75:1, central 2-bearing camshaft, Solex 34 pics 6 carburettor, air-cooled.
- Transmission to front wheels. 4-speed gearbox with 1st gear not synchronized.
- Unassisted rack and pinion steering.
- Fr/Rr drum brakes, unassisted.
- Suspension with 4 independent wheels with coil springs with longitudinal interaction and flywheels; Rr telescopic shock absorbers.
- Structure/Bodywork chassis steel platform, convertible bodywork in plastic with folding windshield, 2 doors, 4 seats.
- Dimensions [L×W×H, in m] 3.50×1.53×1.45, wheelbase 2.40, front/rear track 1.26.
- Tyres: 135×15.
- Weight [unladen] 525kg.
- Maximum speed [factory] 102kph



Surprisingly lively, the Méhari can attain 100kph... as long as the road is flat! If you are not afraid of wind, noise or bad weather, La Méhari is for you. But, ear plugs are essential on the highway!



The Rapid Camel Strikes Again

This story commences 15 years ago when there was a ring on my work phone from a guy living in Adelaide who had just tried the single malt whisky that my company [Bakery Hill] produces, and, could he drop in and pick up a bottle or two ~ as he was on his way to Phillip Island for a few days.

Honest to his word Vince dropped in, but was accompanied by four of his mates ~ all into their single malts and all going down to the Classic and Historic car races in Phillip Island.

Coincidence? I was also interested in Classic and Historic vehicles and currently owning and

David's Méhari being loaded in Grosskarlbach for shipment to Melbourne. Your Editor thinks the truck that was sent for the collection was perhaps fine example of 'overkill'.

restoring a Austin Healy 3000 Mk 2.

Well from then on, we just couldn't stop talking.

Fast forward 14 years.

Once again while wandering the loops and turns of the Phillip Island racing circuit one of the group sidled up to me and started chatting about his Citroën and in particular a particular 2CV he had a passion for. He proceeded to ask me 'Have you heard of the Deux Chevaux?'



Yes, I answered and explained I had a love of the country and all things French particularly their cars, their wines and their cheeses.

The 2CV [Deux Chevaux] was a real favourite. What an amazing piece of design and engineering. He then explained that



he had a 'special 2CV' in Germany and would I be interested in purchasing it from him and giving it a good home?

What a question, of course I would ~ and this started the long trip of the 'Special 2CV' to Phillip Island from Germany with its signature moment being a few hot laps on the actual racing circuit in early 2020.

The car wasn't just a 'normal' 2CV but a 1977 Citroën Méhari. Pronounced 'Meh-ri'.

The Méhari was named after the breed of camels used by the Berber tribesmen in North Africa for long distance travel.

I call mine the 'Rapid Camel'.

The Méhari was first produced in 1968 as a result of the French Foreign Legion approaching Citroën for a vehicle that they could use in the Mid-

The Rapid Camel Strikes Again



dle East to carry heavy loads. For those conditions Citroën decided to modify the standard

Dyane 6 using its engine gear-box and suspension and basically redesigning the body. And redesign the body they did and in fact built the first acrylonitrile butadiene styrene or ABS bodied car ~ which is now commonplace. To accommodate easy access and loading it was designed with only two doors and seats, and a removable soft top. The windscreen could be laid flat.

The specs for the Mehari were:

- 4-speed manual.
- Top speed of 100kph
- Fuel consumption: 7.5L/100km or 38mpg.
- Fuel tank capacity: 25L
- Number of doors: 2
- Wheelbase: 2.37m
- Length: 3.52m
- Width: 1.53m
- Curb weight: 570kg



- Engine type: 2-cylinders horizontally opposed
- Fuel System: 2-barrel Solex carburettor.
- Engine size: 602cc
- Bore/Stroke: 74x70mm
- Number of valves: 4
- Compression ratio: 8.5:1
- Max. power: 29bhp or 21kW @ 5,750rpm
- Maximum torque: 39.2Nm or 28 lbft @ 3,500rpm
- Weight/power ratio: 19.6kW/hp

My Rapid Camel was originally garaged in Grosskarlbach in Germany so transportation via sea from the closest major city, Stuttgart, to Melbourne was arranged.



Left: David assures us the process of mechanical checking and obtaining a roadworthy certificate was the easiest of all the steps to do.

Above: The 'Rapid Camel' on display at Phillip Island.

Below: A couple of circuits in the company of larger, and faster, classics.



The Rapid Camel Strikes Again

The thought of the Rapid Camel just being strapped on to the deck somewhere on the ship, open to the sea spray was unthinkable. The Méhari was special, and so it had its own 12ft container, fully strapped in, sealed and loaded into the bowels of the good ship 'Rita'.

Weeks and weeks passed and 'Rita' finally arrived in Melbourne and after unloading the precious container all that was left was the fumigation and importation checks.

This eventually was done and I went down to the docks and proudly drove my beautiful Mehari to its new home. Most of the motoring public on the

way home simply couldn't believe what they saw, they were amazed! And quite rightfully so as I have been told there are only three of these residing in Australia. [That is, in the Editor's



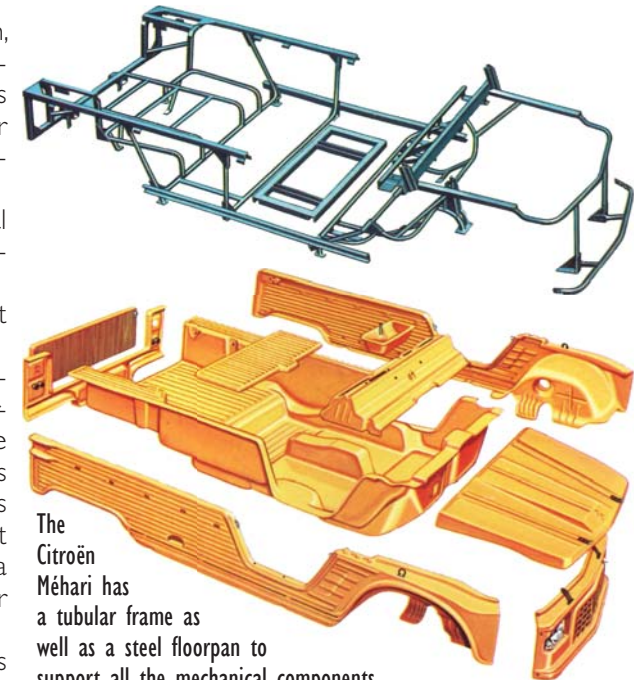
experience a rash assumption, David. In Australia you never really know what hidden treasures lie in wait for the avid collector at back of some old shed. Editor.]

The next step was mechanical checking, roadworthy and registration.

This was possibly the easiest of all the steps to do.

Thank goodness as it was February and the Phillip Island circuit races were just round the corner and once the news was out that I had a Mehari ~ I was swiftly asked to place it amongst the display cars and finally do a few circuits in it with some other classic and historic vehicles.

The Rapid Camel has found its new home.
David Baker



The Citroën Méhari has a tubular frame as well as a steel floorpan to support all the mechanical components as well as the novel plastic body



Plastique Fantastique

Born in May 1968, the Citroën Méhari represents a certain concept of freedom and carelessness that was talked about so much at the time. But far from merely surfing the wave of an ephemeral fashion, it met a real need that had never been formulated before...

Even the most ardent defenders of marketing today dare to admit it: the qualitative and quantitative studies carried out in this field have their limit. Indeed, few consumers are imaginative enough to dare to formulate a concrete summary of all their expectations. As amazing as it may seem this is the case of the Citroën Méhari.

Without knowing it, the firm at the Quai de Javel launched, in these troubled times of 1968, a car that solved many problems. Initially resistant to the idea, Cit-

This rare period view highlights the new lights that appeared for the 1970 model. Note the hood's stowage system which clearly evokes a camping tent!

roën was seduced by Roland de la Poype, head of Société d'Etudes et d'Applications du Plastique, specialising in plastics. Inspired by the Mini Moke, it offered a derivative of the 2CV [therefore based on a proven platform] positioning itself as a light and affordable alternative to stubborn and hard off-road vehicles. Anticipating the growing success of leisure activities [fishing, seaside vacations, etc], the new Méhari, from its launch, seduced with its robustness and low cost of use.

Indeed, we find under the bonnet the famous twin-cylinder 602cc motor, developing 28.5bhp DIN [21.3kW]. This engine is also found in the Ami 6 ~ released in 1961 ~ and the all-

new Dyane, the 2CV having to make do with 425cc. Air-cooled, it requires only limited maintenance and can be used at 100% of its capacity without the risk of over-heating. A huge asset for motorways which were at that time being rapidly constructed.

For the purposes of all-terrain work, the suspension of the Méhari does wonders. Do not change a recipe that works. Citroën simply took over the brilliant running gear of the 2CV: the famous inertia dampers. This allowed relatively high ground clearance and amazingly long travel, they also have the merit of pampering the lower back.

One of the other major qualities of the Méhari remains the incredible plastic bodywork

which can offer its user the supreme joy of cleaning his car with a simple spray of water.

She Meets Her Audience

Quelle surprise! The French realise that this ABS [Acrylonitrile Butadiene Styrene] bodywork simplifies their lives. For farmers and foresters alike, being able to simply apply plenty of water to this washable hull is a blessing. But this is also the case for all the owners in general: for all those going to fishing or to the beach, and even for the townspeople who use it as an advertising medium.

Notwithstanding its real qualities, the public and the press seem rather confused because Citroën again enters a market where it was not expected.

The strikes of this tumultuous 1968 did nothing to help sales, and only 837 Méhari found takers that year. The car was cer-

Below: The official launch of the Méhari occurred at Deauville on May 16, 1968.

Below left: The Méhari [here in 1971] abandons the aluminium windscreen surround, but it remains foldable to 'become a jeep'. Fun....



Plastique Fantastique

Conquering the West

As astonishing as it may seem, the Méhari did make a quite good conquest of America. To meet local standards, Citroën modified its front face, making it even more like a dazed amphibian. Fleeing the country of Uncle Sam in 1971, the Méhari met only a modicum of esteem. About 1,000 examples were sold there, including a batch to the Los Angeles Times as a delivery vehicle.



Below left: American press ad for the Méhari. The illustrations depict the French version, rather than the 'dazed amphibian' Citroën foisted on the States. Below: A small market with plenty of competition: Renault Plien Air, Siata Spring and Mini Moke.

Mehari, the car you couldn't care less about.

In fact, it almost takes care of itself. And that means you can spend all your time just having fun.

You can keep Mehari at the beach or even on the beach, because it can't rust. You can drive it deep in the woods because it resists scratches. You can even leave it outdoors, year after year, because it won't peel or ever need painting. It can take all this punishment because it's made of ABS "anti-shock" plastic, one of those man-made miracles that has the strength of metal, but none of its weaknesses.

Mehari thrives on other kinds of punishment too. You can load it up with 880 pounds of anything. From flowery dogwoods to frisky dogs, without worrying about the dirt that comes with them, because you can hose down

the Mehari, even on the inside. And with an air-cooled engine, that's the only time it ever needs water.

Mehari delivers 40-plus mpg and a top speed of 70 mph. It comes with front-wheel drive, 4 speed full synchro transmission, a heavy-duty sunroof, heater and demister, directional signals, dual electric wipers, folding tailgate, collapsible rear bench seat and a choice of three colours: Sunset Red, Ocean Green or Sand Yellow.

The price? Comfortably less than \$2000. But with all that it does, you probably couldn't care less!



Sales and Service throughout the U.S.A. and Canada. Check the Yellow Pages. For dealer list, literature and/or European Delivery Brochure, write: Citroën Car Corporation, Dept. RT, East 641 Lexington Avenue, New York, New York 10022, West: 8425 Wilshire Boulevard, Beverly Hills, California 90211.



tainly thought of as a niche vehicle, but never-the-less these results remained disappointing. It must be admitted that, despite the small market, the competition was surprisingly numerous: Siata Spring and Renault 4 Plein-Air and the Mini Moke to name a few.

Everything comes to those who wait and the Méhari became available to motorists after just a few months. In the intervening period there were some minor changes and improvements ~ including the appear-



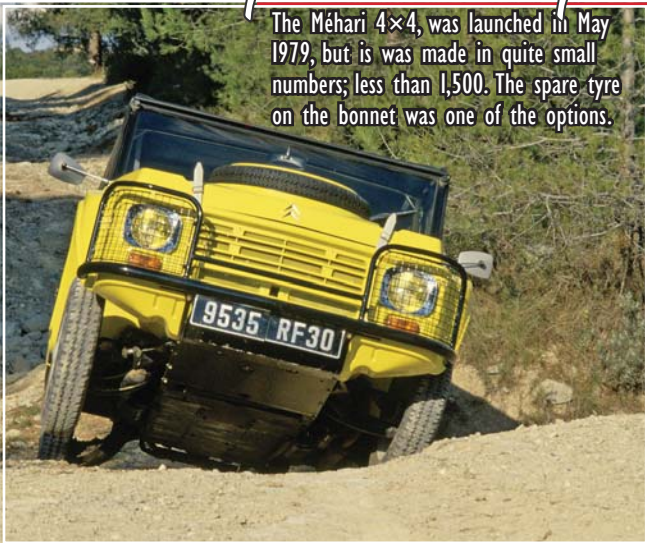
The cabin is not cluttered with frills but can be washed with a simple spray of water. So practical...

THE TIME OF FRIENDS AND ADVENTURE
In July 1969, 25 Méhari departed from Belgium, under the authority of the Royal Junior Automobile Club of Belgium, for a Liège~Dakar~Liège journey, that is 15,000km in total. This is indeed the first Rally-Raid, even though the marque is not officially involved. Taking up the idea, Jacques Wolgensinger decided to create an event around the Méhari whose strength, robustness and the emotional appeal it arouses is already suspected. So in August 1970, Citroën launches a raid linking Paris to Kabul. Reserved for 18-30year olds, this rally is a victim of its success: 1,300 requests for 200 places initially planned! In the end, 494 participants will head off for 16,500km of adventure. With such popularity the recipe would be reused thereafter: Paris~Persépolis~Paris in 1971, crossing of South America organized by Citroën Argentina in 1972 and Raid Afrique the following year.



Plastique Fantastique

The Méhari 4x4, was launched in May 1979, but is was made in quite small numbers; less than 1,500. The spare tyre on the bonnet was one of the options.



Popular Science



TESTING CITROEN'S FUN CAR...THE MEHARI
Reprinted from Popular Science Magazine

sell such a machine the career of this amazing car, both jeep, sometimes truck, sometimes toy, was launched.

The Citroën 2CV became available with the same engine in February 1970, but the Méhari is atypical enough not to suffer from the competition of its twin-engined sisters, including the new Ami 8 presented at the end of 1969.

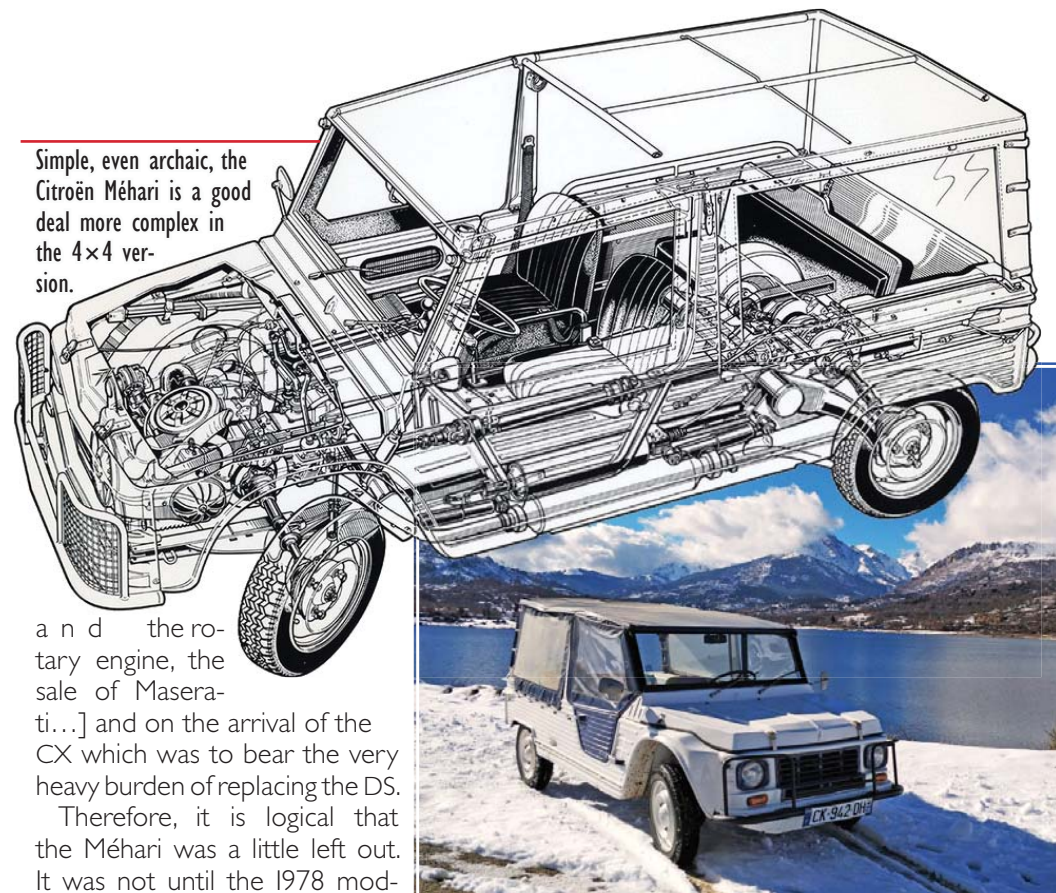
The Scent of Adventure

The production of the Méhari now exceeded 10,000 per year. In addition to an Americanised version and the proliferation of rally-raids [Paris~Persépolis~Paris in the summer of 1971], Citroën launched the Pop Cross in the summer of 1972. It was a test on land, halfway between the stock car and the dodgem-car, and where every stratagem was allowed!

All this strengthens the appeal, both real and emotional, conveyed by the Méhari. Thus, 1974 is its best year, with nearly 14,000 examples produced.

Developments remained minor, the climate being somewhat complicated at Citroën. [I think that may be what can be described as understatement. See Ed's note at the end of the article. Ed.] Despite the success of the GS, presented in 1970, the 'Double Chevron' was bought by Peugeot. All Peugeot's efforts were focused on the clearing of accounts [the demise of the SM

Simple, even archaic, the Citroën Méhari is a good deal more complex in the 4x4 version.



and the rotary engine, the sale of Maserati... and on the arrival of the CX which was to bear the very heavy burden of replacing the DS.

Therefore, it is logical that the Méhari was a little left out. It was not until the 1978 model year that a substantial change appeared, with a new front panel fitted with a removable grille. Disc brakes and seat belts made a welcome appearance, but it was especially the arrival of a 4x4 variant that surprises its little world.

Unlike the 2CV, Citroën did not see fit to equip its small 'jeep' with two engines. 'We had the choice between the bulldozer and the lawn mower, we opted for the second solution', says Jacques Wolgensinger, director

Following the undoubted success of the 2CV Charleston the Méhari turned colourful with this blue and white Azur.

of public relations Citroën, with great humour.

However, the brand had done its homework and the newcomer was equipped with a short gearbox and a differential lock on the rear axle. Too expensive, it unfortunately did not win the votes of the public...

The Final Curtain

In order to counter the natural erosion of sales, Citroën presented a pretty yellow colour in 1980 and a limited series in 1983.

Plastique Fantastique

The recipe had worked very well with the 2CV; the success of the Charleston and Dolly proved it. Thus, an Azur version appeared in 1983 as a 700 model limited edition. It was distinguished by a fairly chic presentation, in blue and white. Building on its success, it was fully integrated into the range from the next model year. At the same time, a special

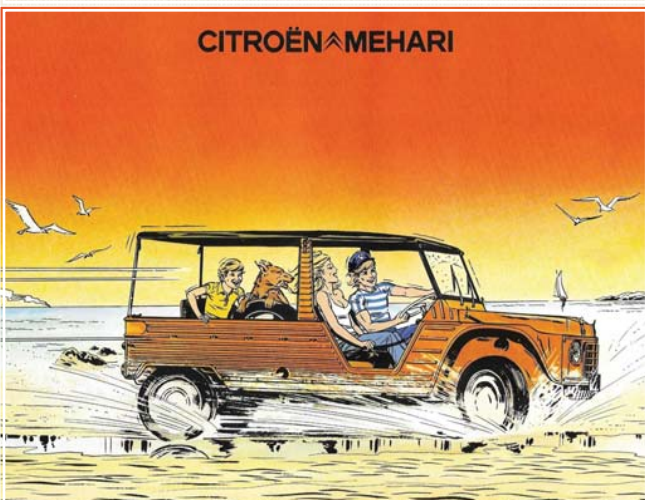
Reserved for Spain [and depending on your source, maybe Portugal] the limited edition Plage certainly cut a dash with its matching yellow roof and screens.

Plage series, reserved for Spain and Portugal, arrived. [Some reports suggest the Plage was only sold in Spain, while Portugal had the Azur. Ed.] It can be recognized by its colour [Yellow Atacama, ACI147] and especially by its specific yellow roof and side curtains.

Our friend Méhari marks the end of her career with a few famous cinematographic appearances, including three episodes of Gendarmes à Saint-Tropez, with Louis de Funès. Despite these pretty flashes, sales become smaller, going below 3,000 in 1983 and under 2,000 units the

Below left: This drawing, from a 1976 brochure, emphasizes the recreational side of the Méhari, but also the family aspect as it can accommodate four people.

Below: Period illustrations often play the card of self-mockery and freedom. The Méhari keeps company here with the 2CV and the Dyane.



following year. Tough to the last, the Méhari did not finally retire until 1987, after around 150,000 copies. Proof of her genius? She will never be really replaced... despite numerous attempts!

© In its original form this article, with text by Adrien Malbosc first appeared in the French magazine *Retroviseur* in July/August 2019. It was translated by the Editor and is taken from his archive with additional material from various sources and may not be reproduced without the permission of the publisher.

EDITOR'S NOTES:

- Roland Paulze d'Ivoy de la Poype [1920~2012] was a World War II fighter ace, a member of the Normandie-Niemen fighter group that fought on the Soviet front. He was also a plastic industry pioneer. He understood that plastics and disposable packaging would become very

important. As head of the Société d'Etudes et d'Applications du Plastique, he set up his first plastics factory in May 1947. He is also the designer of the Citroën Méhari and founder of the Antibes Marineland in 1970.

- Describing the climate at Citroën in the late 1960s as complicated does seem an understatement. In 1968 the group was re-organised. A parent company, Citroën SA, oversaw the activities of Citroën, Berliet and Panhard. The structure comprised more than 20 subsidiaries. In an accord signed the same year with Fiat a new holding company was established owning the bulk of Citroën's shares. Fiat held a 49% stake and Michelin 51%. More contorted than complicated to my mind.

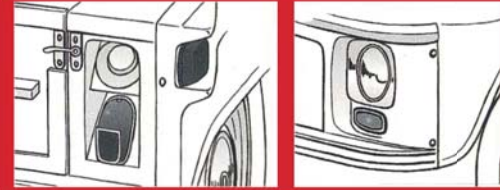
Leigh F Miles ~ Editor.



Nerds R Us

Recognise them? Despite an unchanged look in almost twenty years of production, the Citroën Méhari did constantly evolve: headlights,

lights, indicators, wings, floors... The devil nestles in the details. Follow this guide to become unbeatable at the next Citroën Trivia Night you attend.



May 1968: Pre-production. May 16, 1968, the Méhari is officially presented. The very first pre-production examples have distinctive indicators, lights and hubcaps.

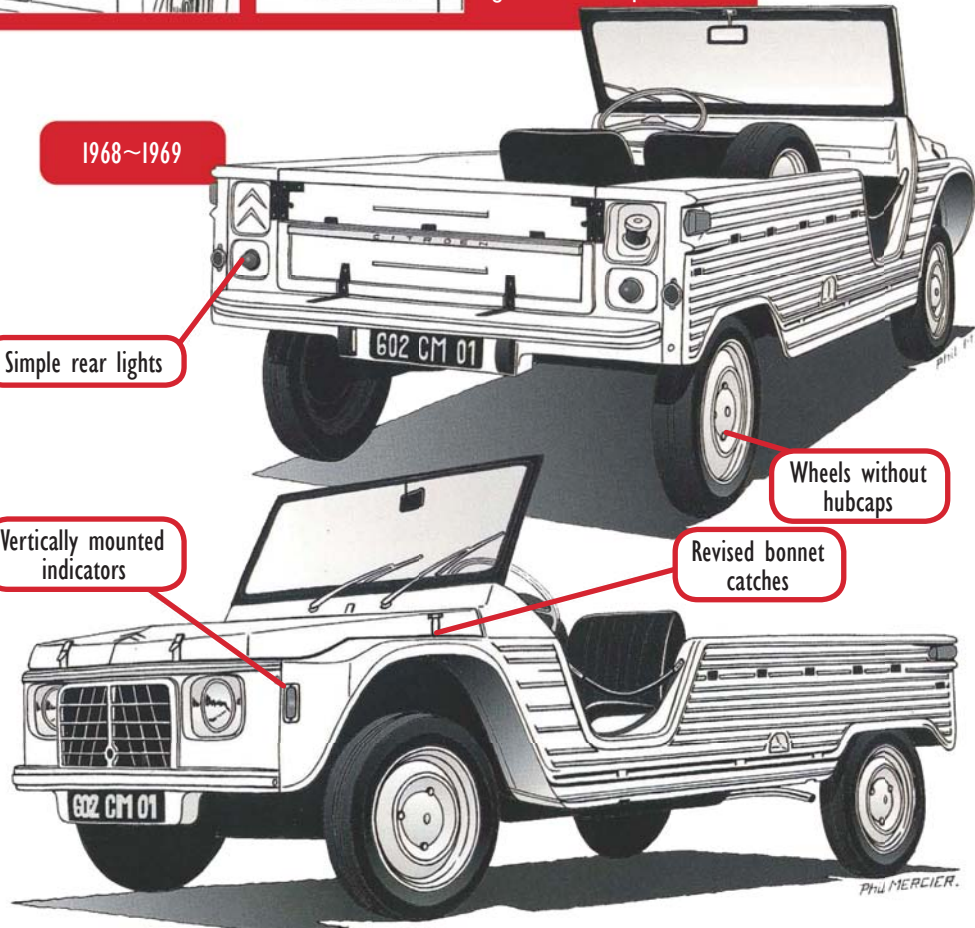
1968~1969

Simple rear lights

Vertically mounted indicators

Revised bonnet catches

Wheels without hubcaps



1969~1977: In September 1969, the front of the Méhari was further retouched with front indicators now placed next to the headlights.

New removable grille

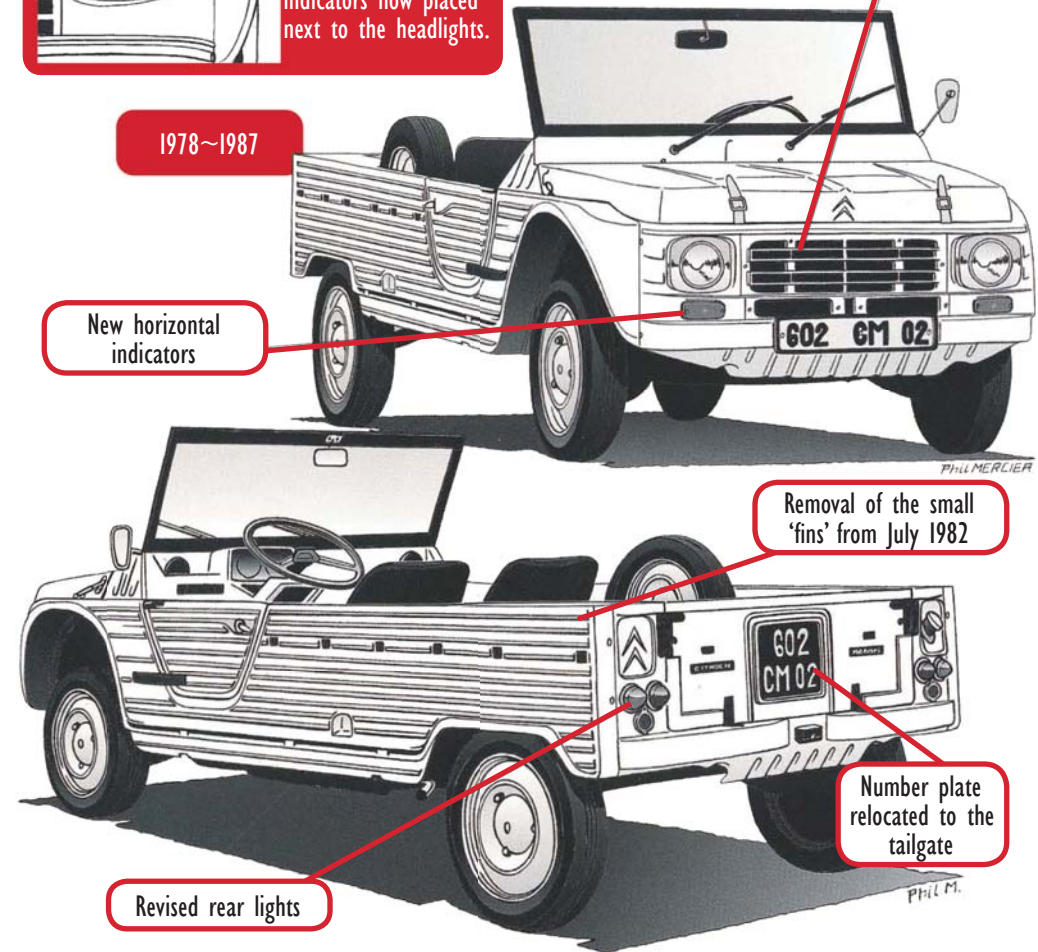
1978~1987

New horizontal indicators

Removal of the small 'fins' from July 1982

Number plate relocated to the tailgate

Revised rear lights



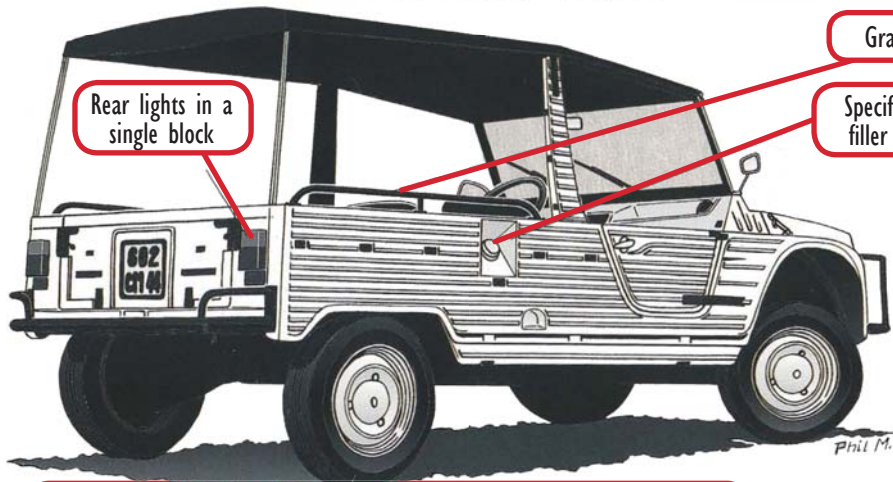
Nerds R Us

1970~1983
Méhari 4x4

A four-wheel drive version completes the range from January 1980 with specific design elements.



Thick 'nudge' bars optional



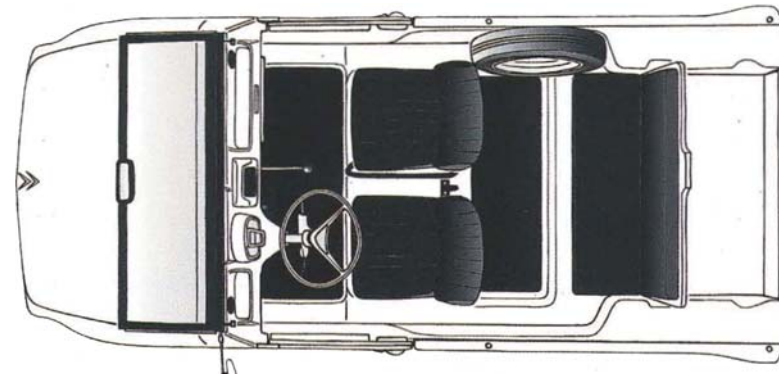
Rear lights in a single block

Grab bar

Specific fuel filler spout



4x4 Modified sides: In July 1981, the Méhari 4x4 saw its sidepanels revised in order to fit the optional large rims and to improve its off-road ability.



Four Seater
Méhari

The 4-seat version has side supports specific for rear accommodation of the bench seat. In addition, the foot well for the rear passengers was recessed.

EXAMPLES OF MÉHARI BODY COLOURS 1968 ~ 1987



Rouge Hopi
1968~1975



Vert Montana
1968~1987



Beige Kalahari
1968~1977



Orange Kirghiz
1968~1987



Vert Tibesti
1975~1979



Beige Hoggar
1977~1987



Jaune Atacama
1979~1987



Blanc et Bleu
[Azur] 1983~1987

	Méhari Series I	Méhari Series II	Méhari 4x4
Production Years	1968~1977	1977~1987	1979~1983
Number Produced	101,235 [to 31/12/77]	42,505 [1/1/78 to 7/87]	about 1,250
Motor	Two-cylinder, air-cooled, 602cc		
Power	26bhp [DIN]/19.4kW	29bhp [DIN]/21.6kW	
Weight	525kg	555kg	715kg
Price New [4-seater]	£7,800 in 1969	£18,750 in 1978	£45,000 in 1979

Photothèque

Emmanuel Perrin's interest in photography began when he was 14. After completing secondary school he went to Paris intending to 'more or less seriously' study the teachings of the *Ecole Nationale de Photographie* for a couple of years.

Various courses as assistant and in laboratory procedures completed his training. He then worked producing audio-visual programmes for an advertising agency. His choices in these photographs is described as eclectic and while his style remains to be fully developed he clearly displays a quest for off-beat angles.

These images were taken when he was 23 [in 1982]. He remains an active professional photographer, working

in the fields of advertising and institutional communication for many agencies and companies.

Topics/specialties: portraiture, landscape, still life. He is widely represented in magazines [*Terre de Vins, Télérama, l'Express, Ciel et Espace*] and in 2012 won the *Terroir d'Images Grand Prix*.

In recent years, he has been developing a photography teaching activity and his work has already been presented at several exhibitions, in Paris and Regional France.





Photo E. Perrin (Citroën 81.22.29)

Whilst Emmanuel's photography today focuses on wine and the *terrior* he still turns his lens on motoring, as the image below shows. Now, I am no art judge, but I think I can see in that image the same quirky eye for an interesting angle that was apparent in 1982. The image below is of a prototype single-seater electric vehicle designed and produced by engineering students from the Alès mining school, near Nîmes, in the south of France. The frame and the body are made of

bamboo. This car won an endurance prize on the 24 hour circuit of Le Mans. More of Emmanuel's work can be found on his website: www.emmanuelperrin.fr and his Instagram account is @emmanuelperrinphotographe. © These images have been reproduced with the permission of the photographer and may not be reproduced elsewhere without his permission.

Photo E. Perrin (Citroën 81.22.24)



Prophecy Fulfilled...

Citroën: Car of Three Decades Foreword.

Where are they now ?

In December 1994 and January 1995 I wrote a two-part article « Prophecy Fulfilled: Citroën Car of Three Decades » which was published in the UK Citroënian magazine.

At the time, the United Kingdom had been a member of the European Union for 22 years. The Maastricht Treaty, allowing, amongst other things, freedom of movement for workers between member states, had been ratified a couple of years previously. The Channel Tunnel had recently been inaugurated. Xantias were selling like hot cakes all over Europe. It was still possible [just] in the summer of '94, to buy a brand new Heuliez-built BX Break.

The star of the story, of course, was Louis' GS Break Service.

GS/A: truly a car of three decades?

The Britain portrayed in the article, factually or fancifully, was the post-Thatcher, pre-Blair Britain of the John Major administration. Matching-letter buzz-phrases such as « Back to Basics » and « Citizens' Charter » were current.

Politico-speak notwithstanding, I have to let the 'Front Drive' readership into a secret, which I hope will not tarnish the 1994 tale too much.

The French travelling companions, Louis and Ernest, who discovered the universe of free-to-use motorways, service area Full English all-day brekky gastronomy, and endemic rusty 2CVs, are, like the Britain portrayed in the tale, part fact, and part whimsy.

Louis is real enough, and still wears his trademark flat cap and lends an informal octogenarian hand at the sparkling Citroën dealership now run by his son and daughter-in-law. I see him from time to time, and we laugh about when we towed a split-windscreen H-Van from its thirty-year slumber in the living-room ~ yes, dear reader, the living-room ~ of a coastal cottage located between the oyster beds and the Vendée vineyards.

Ernest was real, too; only not in the place or at the time depicted in the story. And so was his Second World War injury and his immaculate RHD, bottle-green Vendée-registered traffic-clutch Ami 6. He'd shown it to me a week before John Lennon's untimely death, and when I was an impecunious exchange teacher on secondment in Vendée from Staffordshire, England. I almost bought the car, then next day received an international telegram [remember those?] offering a teaching appointment in Bunbury, WA. Truth is, indeed, sometimes stranger than whimsy.

When we returned to Eu-

rope five years later, I drove to Ernest's house one spring morning. He was no longer there. His neighbour explained that had departed this world two years previously. I never found out what had happened to what had been, presumably, France's only RHD Ami 6.

Well, in this pivotal year of 2021, would our intrepid pair still recognise the former-EU member state they visited twenty-six years ago? That question, dear readers, is perhaps best left suspended for the moment; suspended as delicately as a Deux-Chevaux on a rusty chassis.
Alan Brown ~ January 2021

Garage des Charmilles. The GS service van is resplendent in its fresh blue and white paint. Bold yellow letters on the sleek, unmarked bodywork announce:

Louis Gaborieau et Fils
Garage des Charmilles
Citroën

June sunshine floods into the 'atelier' through wide glass panels of the main doors, sharply highlighting the spotless workshop, its carefully arranged tools and equipment. The

odour of breakfast coffee and warm baguettes drifts from the neat bungalow next door.

'Café, Louis!'

Louis, skinny as a mangetout, rotates Ami 8 type interior door handles and emerges from the blue vinyl interior of the estate with a sprightly step belying his sixty years, wearing crisp overalls and a rakishly-angled Breton sailing cap. The 1,220 engine ticks over with a smooth, humming whirr, despite its 220,000kms. Bought new in 1972, the 'Break' had been the third off the production line up the road at Rennes. He glances back. It is still his favourite workhorse.

On the crisp tablecloth is this week's copy of the La Vie de l'Auto classic car magazine, ready for Louis' inspection while drinking from the breakfast bowl and dunking croissants. Its title page whispers"

La Vie de l'Auto... 'Il n'y a de nouveau que ce qui a été oublié...

He tries to translate into Eng-

No, it is not a picture of Louis' GS Service Van. The original version of this picture can be found at www.wildeclassic.com/ for-sale-draft



Prophecy Fulfilled...

lish, to practice for the forthcoming trip, and comes up with:

'It is only new what has been forgotten'.

His dictionary confirms this perfect English. He likes it. He peers out of the window at the GS...

Six on a June Monday morning. A busy week ahead. Louis is leaving for St Malo with a customer for his first ever trip across the Channel. He hopes to return with a 2CV in tow.

Veteran Customer

It is fitting that the 50th anniversary of the Normandy landings should coincide with the repatriation of a 2CV to France. D-Day brought about his most senior client's requirement. A right-hand drive 2CV to complement his similarly-equipped Ami 6...

In 1966, Ernest Guilbaud took delivery of a bottle green Ami 6 saloon with the steering wheel on, for France, the wrong side. Ernest's escapades in June 1944, in particular an encounter with a

retreating Panzer, had rendered his left arm able to effect gearchanges, but unable to manipulate a steering wheel. Citroën La Roche obliged with a centrifugal-clutch UK-specification Ami. For his 70th birthday, Ernest decided he'd like a second car to stable with the immaculate Ami, so gave Louis Gaborieau the brief to accompany him across the water to find a lovely right-hand drive 2CV.

Louis discovered that Britain had been a big 2CV market in the '80s. He assumed there'd be some good five-year-old cars available from the hundreds sold. He'd done his homework. In three days he supposed he'd look at a few, and find a low-mileage car in good condition.

'Salut mon vieux!' ~ comes the cry against the background of a ticking M4 engine. The sparkling Ami lurches to a halt and makes a wallowing roll not unlike a small rowing boat as Ernest's ample frame alights on the forecourt. A grin reveals several stainless steel teeth as he strides towards his garagiste and long-standing friend.

'Tout est prêt?'

Magic Carpet to St Malo

The GS cruises along the new Nantes autoroute at 140kph, its innate stability reminding Louis of the five DS models he owned in the '60s and '70s. They conclude that none of the post-Peugeot merger cars have that

Again, no it is not Louis' GS but it is the interior of an Ami in the correct shade of blue and displaying the circular internal door handles that graced early examples of the GS. The original can be found at <https://autodesign-magazine.com/en/2019/12/the-citroen-ami8-turns-50/>



real Citroën feel. It was such a pity that so few GSs remained in use. Beautiful examples had been scrapped, perhaps for the sake of a noisy camshaft or a worn-out clutch. Yes, the GS is a classic. Last of the pure Citroëns. It would be a worthy addition to any collection.

St Malo appears out of the morning mist, reached after a couple of hours' cruise along new four-lane roads already meticulously planted with trees and shrubs, occasionally crossed by bridges which use colour and panache in their concrete structure. They zoom through vehicle control, park behind three GB-plated BXs, and are soon swallowed by a whale-like super ferry. They pause only to be photographed as they drive on to the car deck.

'Pleasant Crassing'

The ships address system tells them what to do in the event of disaster, and wishes them a 'pleezant crassing'.

In the cafeteria, most of the homeward-bound passengers eat platefuls of orange beans upon which float fried eggs, garnished with bacon slices and drink cups of milky tea... at eleven in the morning! A strange aperitif, agrees Louis. What must they eat for lunch?... Louis can't resist 'le merchandising' and buys the GS photo which he spots clipped for sale in the photo shop between two others of Volvo estates whose scowling drivers clearly resent the photographers intrusion. On their print, he and Ernest are smiling, Ernest's steely grin reflecting the flash nicely.

The photographer turns out to be Mike, a New Zealander with a disdain for Scandinavian cars and a liking for 'Jee-ess-uz' and other 'Seuh-trehns'. The model has an enthusiastic following in Kiwiland, he tells them.

The following nine hours fascinate the gallic pair. Their fellow passengers spend much time

All set for a 'pleezant crassing'. The Brittany Ferries ship leaves St Malo for Portsmouth. The original can be found at www.discoverferries.com/follow-heroes-celebrate-wales-dinard-st-malo/



Prophecy Fulfilled...

reading newspapers, drinking tea and beer and eating chocolate. Some play 'le Beengo' in the bar; an attempt by the French ferry company to emulate their UK counterpart and which, like the breakfast sausages, does not quite work:

'All ze sexes, seexy-seex; two leettle deuks, twanty-two... one fat lady and a deuk...'

Teenage children produce endless supplies of coins to play video games or buy from vending machines. The sea slips by seven decks below and the afternoon drifts on, passengers retreating into a familiar cocoon of high-tech travel, emerging back to reality as evening and Portsmouth approach.

Driving on the left for the first time, Louis hits the traffic jam leaving the customs shed. To Louis, his observation sharpened by the novelty of it all, at seven this Monday evening, Britain gives the impression of being full of fast-moving cars and temporary buildings. He read some-

where that many areas already have more cars than parking spaces. Perhaps this is why everyone keeps moving... Ernest's first question is:

'Mais, où vont-ils tous? Where do they go, mon ami?'

The GS does a sterling job of smoothing the choppy concrete motorway. They'll have time to see their first car on their list before dark.

French Mechanic's GS Break in England

The car yard is closed, but the lady Louis had 'phoned on Sunday is expecting them. She described the 2CV Charleston as 'mint' over the 'phone' Louis' limited English made him presume that this referred to the colour; his dictionary described a green herb. How could the same word also mean 'rough and very rusty'? A peculiar language indeed. A rapid glance at the car while the lady talks is enough to make the pair smile, say 'merci', and point the GS van into the thickening drizzle.

It is almost dark when they arrive at the service area for 'le souper'.

'Dix pounds quarante-six'.

Ernest translates from the till receipt. Looking down at the two rosbif sandwiches and their two inaugural cups of tea.

The load deck of the GS makes a comfortable bed. They realise at 2am that the nearby motorway is not going to get

A 'Full English' is not as universal as it once was but it remains a staple on cross-Channel ferries of any brand. The original was taken by genevieveur and can be found at <http://allrecipes.com.au/recipe/28626/full-english-breakfast.aspx/photos/53695>



any quieter:

Rude Awakening

'Scuse me, sir'.

The tapping on the windscreen at 6:30 was a service area employee advising them they owe £7 for overnight parking ~ 'It's to stop tem New Age Travellers, sir...', comes the explanation.

A quick freshen up in the water closet, a walk past the shop, filled with more varieties of sweets and newspapers than Louis has seen in one place before, and they have only to run the gauntlet on one-armed bandits and the musical jingle of Postman Pat's ride-in van to be in the restaurant.

On the way to inspect the second car, the 'breakfast anglais' is but a receding memory. They turn off the motorway into a maze of streets, past terraces of houses amusingly identical, left at a pub [there is always a pub, Ernest remarks, given in any verbal set of navigational directions] and up a bumpy side road to a large patch of uneven tarmac labelled '2CV SALES'. Here they are able to look at five cars. Louis discounts any car with a welded or patched chassis. Five minutes after stopping, they are back in the GS.

Twin-Pot Pourri

The third call is a young red-haired man who answered Louis' enterprising wanted ad. They

thought it sounded promising: only 20,000miles, new chassis, clutch, brakes, kingpins and a full MoT. Ernest remembers his Ami 6 had none of these... why do these 1980's components not last?

The navy and cream Dolly looks stunning from the end of the street. Close up, it is a symphony of tyre paint, polish and well-disguised rust.

'Pourri!', comes the judgement. Louis has a chuckle when he thinks of the probable reaction of the Department of Mines inspectors in Le Roche to a chassis such as this one. It looks strong enough, but not Citroën enough.

By now it is late afternoon and, like the majority of their fellow road users, the Citroënistes have not sat down for lunch. Neither of them can remember foregoing the sacred midday meal before. They notice there is no atmosphere of a pause in activities here ~ a pause which in France seems so natural.

They calm the hunger with

This navy and cream Dolly appears in much better condition than the one inspected by Louis and Ernest. The original taken by Paul Hoffman can be found at www.pinterest.co.uk/



Prophecy Fulfilled...

a brace of microwaved plastic-coated items from a filling station. These are popular with the army of pallid, hurried young men in ties, grey suits, white shirts and black shoes who appear to be able to drive the Mondeo in the overtaking lane, talk on the phone, make notes on sticky yellow labels and down food and drink simultaneously. Ernest brushes up his faded English by reading the wrapper...

Traditional Cornish pastie. Delicious hot or cold.

He is pleased to have another typical 'plat anglais' on their second day.

Dictionary Definitions

The GS whistles on, rock steady at motorway speeds, braking smoothly and powerfully at the frequent roadworks. Louis stirs the long, vague gearstick and accelerates through the gears, the engine turbine-like, the large figures of the speedometer rotating through different illuminated colours.

They express surprise at the sheer number of non-British,

even non-European manufactured vehicles. A solitary GSA was spotted, battered and rusty and travelling in the overtaking lane. They quickly learn to navigate by road numbers, not town names. Some of the road signs intrigue them:

- 'Delays possible until May 1996.'

Others defy translation via the on-board dictionary:

- 'Pub grub next right'
- 'Cones hotline'

Yet others enrich their culinary awareness:

- 'Simon's sitdown snax ~ bacon egg sausage triple decker belly buster only £1.99'

As they speed through the evening, their powerful yellow headlamps turning the blue motorway signs green, the car they seek very nearly escapes them. In fact, they would never have seen it if Susie Morgan hadn't taken the Births announcement two minutes before publication deadline... England's Last Hope

Susie is polishing her fingernails at the telesales desk, wondering aloud to Debbie on the next headset what to microwave for tonight's tea, or whether to have a Balti takeaway, or a Cantonese from that new place on the corner, and whether the shoe shop would exchange the thigh-length boots she'd changed her mind about since lunchtime, when her console catches an incoming ad.



Some UK road signs continue to intrigue motorists.

'Wayne and Tracy and pleased to announce the arrival of their daughter Kylie Demi Smith'

Susie points out that there is room, without extra charge, for three more words if required. Tracy Smith thinks on the other end of the line for a second or two, then says in the perky tones of someone who's just had a bargain...

'Car for Sale...'

Susie, calling up her reserves of professionalism, manages to subdue her amusement, and make a second sale in the 'Cars for Sale' section to meet the deadline.

An hour later she is unpacking aluminium containers of multi-coloured Chinese food into her and her hubby's Royal Doulton in the recently-added conservatory of their Neo-Tudor, four bedroom, two-ensuite, executive detached. Another double-income, childless evening of satellite quiz shows stretches before them. A Volvo and a Xantia in the drive-

way, them on the powder-pink dralon lounge suite.

Such comfort is denied the GS occupants who, after checking out a 'budget' hotel, opted for a second night in the

rear of the car. They are beginning to lose hope of finding a car which is not a rust bucket. Tomorrow's local 'paper is the last chance...

The Find

Wednesday dawns bright. The weather has taken a leap from drab, reluctant spring, to full summer in a few hours. The sun is already high and hot as the GS rises to running height, and the warning lights on the uncompromisingly gallic dash extinguish one by one. Louis remembers his first reaction to that dash when Giscard d'Estaing ran for president. Giscard's intent to run again in '95 makes Louis recall that LVA headline:

... 'il n'y a de nouveau que ce qui a été oublié'...

The glovebox contains the handbook whose illustrations and instructions demystify the complex yet rugged mechanicals. He flicks through it for the first time in twenty years, and appre-

Susie loves living in her Neo-Tudor four bedroom, two en suite executive detached house as much as she does the Royal Doulton. The original image can be found at https://cdn-0.enacademic.com/pictures/enwiki/66/Builder%27s_tudorbethan2.jpg



Prophecy Fulfilled...

ciates GS design in a fresh, early-morning manner which makes him feel that today their luck would change.

It Is Only New What Has Been Forgotten

They discover the beauty of the countryside which lies just minutes from the screaming middle of the main roads. People are friendly and less artificial away from the confines and cliché of the road system. A village tea shop makes them welcome with toasted tea cakes, conversation and good coffee. Ernest spots a newsagents, and they buy the local 'paper from a chirpy lady who smiles from behind stacks of newspapers, each of which appears to be devoted to reporting the minutiae of Royal affairs.

The local newspaper is a mish-mash of Special Offers, tabloid headlines and family album photos of local fêtes and Rota-

ry Club cheque presentations. Page 33 contains the grain of gold they seek.

Citroën CV6. Good condition. No MoT...

Wayne's Wheels

On the other side of town is the Vert Bamboo 1976 model. It looks none too promising. Every wing is dented, the wheels are grubby, and the cheap, replacement red-stripped roof is hardly flattering. The GS pulls up behind it. Louis and Ernest look at one another, then at the car...

Wayne comes down the drive in jeans, vest and un-laced Reeboks, clasp a mug of tea. He has just received his redundancy money, and takes delivery of the new Proton that afternoon. He lights up the first Embassy of the day, coughs, and tells them the history of the car. Louis understands snatches of this as he smiles and nods. Wayne asks them into the little terrace house for a cup of tea, and takes out the photo album, supplementing the car's history with grainy, round-cornered mid-'70s prints of the 2CV and his flair-trousered brother who had bought it new, keeping it in pristine condition until passing it to him six years previously.

'I customised it a bit...'

Close inspection proves the green machine is rust-free. There are no dents in the doors, and the interior is spotless. Mechanically it is perfect. Louis remem-

This Bamboo 2CV6 is for sale through The Chevronic Centre in the UK. It could be yours for just under £7,000! Check it out at www.chevronics.co.uk/citroen-2cv-bamboo-0-6-petrol-vert-bambou



bers the set of four wings he kept when myopic Sister Thérèse had driven the Nunmobile into the river at Les Essarts, and a deal was struck.

Floating Chip-Shop Cabaret

By the evening, the GS and the 2CV are back on the ferry. A different company this time, a boat past its best. The air carries overtones of vinegary chips, stale tobacco and diesel fumes. They are relieved the crossing to Cherbourg is short, particularly since the unofficial 'cabaret' consists of group of inebriated young men who inform Louis of the purpose of their trip in two sentences with which his dictionary has difficulty:

'It's a booze cruise. And Nigel's stag night'.

Coming down the ramp, the contented and culture-shocked pair return the 2CV to its native France. Ernest grins, changing gear with difficulty, and flashes Louis to get a move on. The GS 'Break' gives a flat-four rasp as Louis acceler-

ates. On the passenger seat is a magazine he'd found under the spare wheel in the 2CV's boot.

'Car of the Year ~ 1970'

Shouts the front cover in beige, mustard and dull orange curves.

Louis had started to read it on the ferry, struggling through LJK Setright's technicalities. The superlatives reflected a time when Citroën had been years ahead of other manufacturers:

'...It is natural that a car should roll when cornering, natural that it would become unstable when braked hard on a downhill gradient on a slippery and uneven surface, natural that it should sink under a heavy load, bounce on bumps, pitch on stopping and starting, create audible disturbance when travelling at high speed. All this may appear commonplace in our everyday driving, but the

Another deceptive image. No, this is not Wayne and Tracey enjoying their 2CV. It is an image from Citroën UK's 1978 2CV and Dyane brochure. It depicts 'John' and his unnamed girlfriend enjoying a picnic with their Vert Bamboo 2CV. The image is from the Editor's collection.



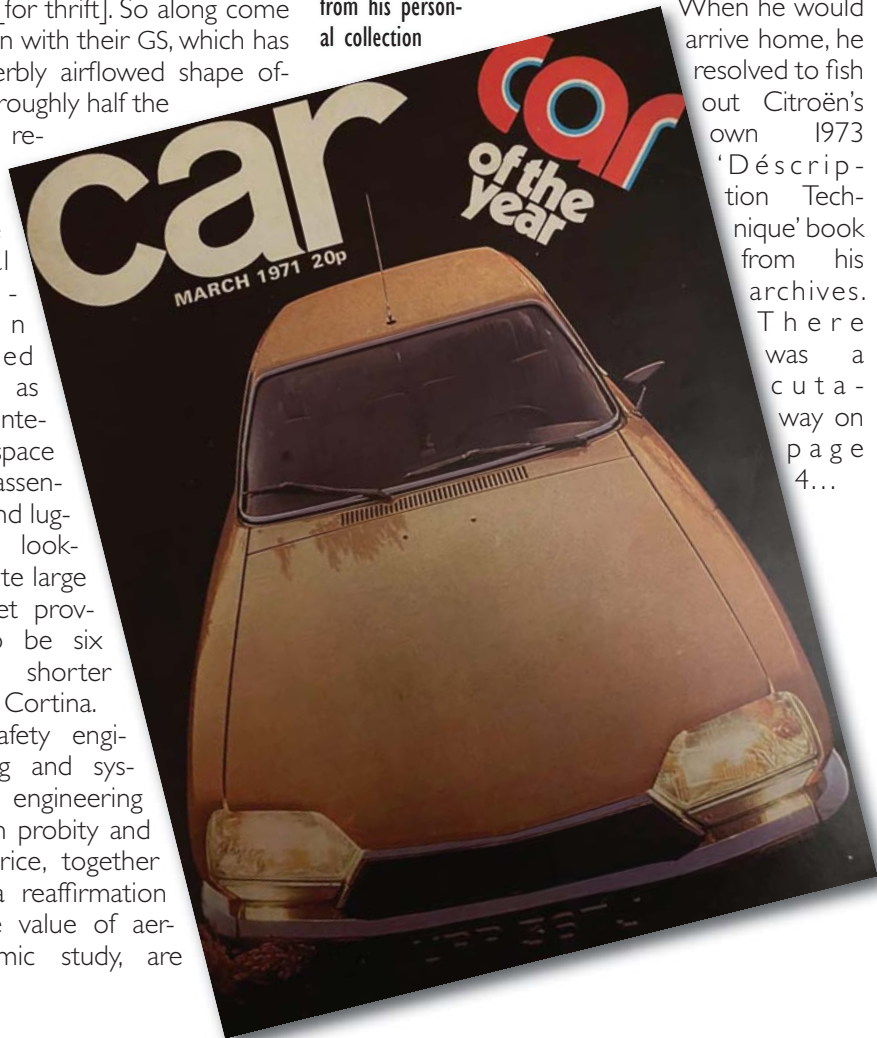
GS resists the commonplace. 'There is something special that shines through the whole design. I am not sure whether

Prophecy Fulfilled...

to describe it as confidence in themselves or utter contempt for everyone else, but in either case Citroën are probably right. Look at what everybody else is doing in the small-to-medium car market: either they are churning out hoary old triple-box shapes that are either wastefully styled in the American fashion [for swank] or left aggressively rectilinear [for thrift]. So along come Citroën with their GS, which has a superbly airflowed shape offering roughly half the wind resistance of the typical modern wheeled box, as much interior space for passengers and luggage, looking quite large and yet proving to be six inches shorter than a Cortina.

'...Safety engineering and systems engineering of high probity and low price, together with a reaffirmation of the value of aerodynamic study, are

The cover of that edition of 'Car' magazine. This image was kindly provided by Shaun Lilley of Citroën UK from his personal collection



what distinguish the Citroën GS. It has other virtues of a commoner kind, but these special ones are what have made it a compulsive choice and a compelling success.'

The GS becomes, de facto, a classic. Louis remembered the sheer brilliance and clarity of GS design, its power unit poised forward of the front wheels.

When he would arrive home, he resolved to fish out Citroën's own 1973 'Description Technique' book from his archives. There was a cutaway on page 4...

Snippets of CAR magazine's appreciation of the 1970 vehicle which beat the Range Rover and SM to be Car of the Year would challenge the mechanic's English of the rest of the summer. He would like best the editorial summary. Twenty-five years on, CAR magazine's prophecy is fulfilled.

'Giant Test...'

Never has a car been so uniquely and completely qualified for our Car of the Year title as the Citroën GS ~ the four-door saloon launched in August last year to fill the abyss between the Ami 8 and the D. It is new from end to end but that alone is not qualification enough; what counts most is that the GS is so clearly a milestone in automotive engineering, for it brings into the mundane world of the small family saloon a degree of sophistication [to say nothing of complication at times] of design seldom found among the automotive ranks. That it does so at a price that makes it strictly competitive with its lowly, often crude rivals is little short of a late-model miracle.

This feeling that everyone is out of step except Citroën has buoyed the firm up since pre-war days when even the stoutest hearts must have fluttered occasionally during development of the I5 series, again with the D and in more recent times with the 2CV and its deriva-

tives. In fact, each new Citroën has proved to be an outstanding success and the GS will not be the one to break this run of triumphs. It is complicated as only a Citroën can be, yet it has been designed with longevity very much in mind. The ability to reconcile two such seemingly opposite requirements is just one aspect of Citroën's undoubted and long-standing design and engineering prowess.

'...Indeed the GS could rate as car of the decade. Every aspect of its design and behaviour demands superlatives. Performance, handling, braking, comfort, safety, space utilisation and accommodation are all at least as good as those of the opposition, and on most counts the GS exceeds any rival in every respect. But the really astonishing thing is that such a technically advanced car can be produced at such a low price.'

With some leisurely reading in prospect, Louis looks in his mirror and sees with detachment the green 2CV chasing his youthful, re-discovered GS service van past the customs post. The driver of the GS is repeating mantra-like, in an attempt to improve his English pronunciation''

'It Is Only New What Has Been Forgotten'

'It Is Only New What Has Been Forgotten'

Alan Brown

Recent Receptions

The last event for 2020 for both CCOCA and CCCV was the 50th Anniversary GS/A run to Healesville. The run was organised by CCCV-member Michael Sparke and was attended by a fair smattering of members of both Clubs.

Unfortunately not all the GSs were able to stay for the full event but we did get a total of six G-Series cars. There were three GSs, including a Break and a Pallas, two GSAs and a GZ [aka GS Birotor].

While at the time of manufacture the rarest car present on

From left to right: Leigh Miles' and Philip Norman's GZ, Adrian Smiths' silver GS Pallas, 'Pottsy's white GS and Mark Browne's beige GS Break.



A similar, but not quite the same, line-up. Pottsy left early but the resulting gap was filled by CCCV President Peter and Kate Moloney's beige GSA.



the day was the GZ on the basis of today's retention numbers, I think the rarest car was Dave Rogers' very early UK-delivery GSA.

For the first model year [from September 1979] UK cars were fitted with an adapted GS dashboard. The adaptations included

the deletion of the ammeter and the addition of a number of additional warning lights. It is not clear exactly when the new GSA dash was introduced into the UK.

After our run Dave kindly provided me some more information about his car. [I hasten to warn readers that the following information is of interest only to the same group of 'nerds' who relished the line drawings of the Méhari which appeared earlier in this edition. Ed.]

While Dave does not have any production figures by year and export market, he questioned Mark Stabèl, the author of the excellent GS and GSA book. The CCOCA Club library now holds a copy of this book and a review of it by Librarian Max Lewis can be found in this magazine.

Anyway, Mark replied that factory figures had been lost and in the interests of accuracy he decided not to include any detailed engine number production figures. But what Dave does have are some observations by one of the book's contributors, a very knowledgeable Dutchman by the name of Aarnout Pluijgers and he told Dave that the earliest engine plate that he has seen is GXYL00 00YL 0654 from a French GSA that has now been scrapped. Aarnout owns the oldest remaining GSA in The Netherlands: GXYL00 01YL 5859. Dave's car is GXYL00



G-Series cars were not the only air-cooled representatives. The blue and white 2CV was driven by Peter and Mary Lynch while Ted and Helen Cross were there in their 2CV as well.



Recent Recreations



00YL 8107, apparently having 00 before the second YL makes Dave's car older than Aarnout's so it's definitely in the first year of RHD production vehicles ie 1979.

We have since done some more hunting in conjunction with the GS-Register in the UK. Unfortunately the production

Dave Rogers' early UK GSA: now the subject of intensive research.



EARLY GSA CHASSIS NUMBERS [ALL START WITH GXYL 00 00]

CAR LOCATION	CHASSIS	FIRST REG DATE [if known]
UK	YL 5866	6 Feb, '80
UK	YL 5957	21 Jan, '80
UK	YL 6454	13 Feb, '80
UK	YL 7795	5 Jan, '80
AU	YL 8107	N/A
UK	GL 9849	1 Mar, '80

records for the GS/A have been lost, so we cannot, without the RP/ORG number put a date of production to Dave's car. But for UK cars we do have the date of first registration. The table [left] shows what the UK list reveals, with Dave's chassis number included. You will note that the last car listed uses the letters GL, not YL. The factory used the letters GL to distinguish X3 sporting models. Similarly they used YR to distinguish C-Matic cars from

manual cars.

And indeed, your editor's C-Matic Pallas is GX YR00 01 YR 9340, with an ORGA of 2160. Build date: 8 October, 1982 and first registered 17 March, 1983.

All in all, not just a great day out, but an amazing start to a great learning experience!
Leigh F Miles ~ Editor

The dashboard of Dave Roger's GSA along with that of a Danish GS fitted with an analogue dash. The reduction in the dials and the increase in 'idiot' lights is clear. Note also the interesting location of the hazard warning light switch on the Danish example.



You Sed

Thank you once again for the latest edition of 'Front Drive'. [Volume 44, No 04] Of course as the owner of a 'rear-drive' Citroën, I have to read it from 'back-to-front'!

In doing so, I came across [p78] reference to 'Bill Forrest' and his 'round Australia' efforts. Bill Forrest, driving for Maughan Thiem did compete in a South Australian reliability trial. The fellows who undertook the 'round Australia' drive in a 5CV between August and end-December [Perth to Perth] were Neville Westwood and Greg Davies. Davies actually left Westwood at Albury, the final run across the south of the country being completed by Westwood on his own.

Yes there are important

centenaries coming up, or just passed in the case of the first sales of Citroën. In 2023, we should celebrate the centenary of a Citroën 5CV [Phipps and Seery] becoming the smallest vehicle to travel across the country [Fremantle-Sydney-Fremantle] and of course 2025, the efforts of Westwood/Davies in another Citroën 5CV should be celebrated. Clearly, these efforts and those of 'Reliability Trials' such as Forrest drove in, put Citroën keenly on the map and in the minds of people for decades to come, paving an easier path for successive models of 'Front Drive' vehicles.

It is to be hoped that Citroën Australia and PSA might do some useful homework about this

history. Reading some of what is available might also provide pointers to them about actually 'marketing' the brand! Some of the changes to the established dealer network that enjoyed tremendous sales in the mid-'20s, like dropping Maughan Thiem [SA] and Gilberts [WA] appear to coincide with two things. One, is commencing to market the now 'Slough-built' cars as 'British Citroëns' and two, a decline in sales performance. Earlier, Preston Motors here in Melbourne, in one month alone sold 300 Citroëns!! ~ half of the nation's sales for the month. Oh that today's masters could achieve this in a year! Garth Foxwell

Book Review

Citroën GS & GSA. Citroën's avant garde mid-range cars

Hello readers and library users.

This book as you can see by its cover was written by a Dutchman... Marc Stabèl and was first published in Dutch by Citrovisie of Holland.

There must have been some

push to have this published in English and here you are.

Effectively it is a second edition so I assume that some wrinkles from the first edition have been ironed out.

The translation was done by Julian Marsh and you know folks, it is so expertly done, there's no hint

123ignition Australia

Classic looks with modern performance and reliability.

Suits most classic/historic cars

16 selectable advance curves

Easy timing with built-in LED

Smooth engine torque curve

Stronger spark at all speeds

Lower fuel consumption

Variable dwell-angle

Simple installation

Maintenance-free

Less emissions

Better starting



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

Also available:

NEW 123 / TUNE

Computerised tuning for
even greater control.

Also: Bluetooth control

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

Book Review

of it being firstly a Dutch language book.

But then of course that is the mark of a professional.

I do have a very minor whinge with translation of a technical bent but that it is not worth mentioning here.

Firstly and I guess as it is just my opinion that the format is more landscape than that the other way around.

Already it is off to a flying start.

But what do you say?... don't judge a book by its cover... well this one you can and as I opened page by page, I was still and to the end mightily impressed.

I could rabbit on about the car itself but this is not just about this splen-

did model but about the authors skill in squeezing out every drop of interest in describing the birth, life and continued success of the GS/GSA.

The book starts off with the origin of the GS and what interesting reading it is as Marc explores and relates the goings on at Citroën when this car first came up as a thought bubble.

Not everyone at Citroën was a 100% supporter and those who weren't are as much described as an infidel or worse a philistine... in the nicest possible way.

My words and not that of the author you must understand.

These naysayers quickly fell by the way as the car emerged from thought

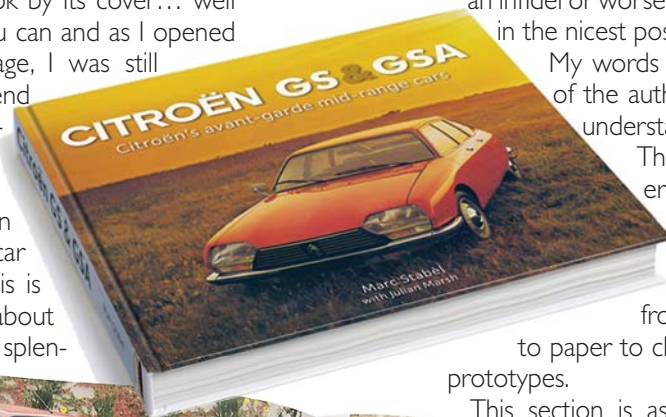
to paper to clay models to prototypes.

This section is as full of illustrations as you would want and mostly in colour.

It must have been tempting to have all the illustrations occupying all the space of a page but this would have made the book huge and cumbersome.

As it is, the selection and portrayal are truly artistic as well as being full of captivating detail.

Presentation of the car to the world as you know netted the Best Car of the Year award and as well the GS came out on top of



several European car tests.

So we are still flying high.

A section named Production and Assembly to me was a gem as, as you know I have a metals background and I was really intrigued with the manifold ways in which materials came together to form a shape of beauty.

The rest of the book is then divided into each year that the car was manufactured.

What I most love and admire with the GS is the simplicity of the lines of the body with that semi rear wheel blanking [for want of a better word].

The clean lines continued with the model for many years until they started to embellish the bodywork with one thing or another.

Well folks... talk about starting off with a perfect car initially only to become a chameleon of change... and that is without losing the essence of the original.

In 1980 the GS morphed into the GSA and here was a facelift with mechanical tweaks that for a GSA collector owner was the key to their personal heaven.

A lot of plastic bits adorned the interior and exterior again without detracting too much from the original pristine shape.

The mechanical tweaks remedied the odd nuisance and ensured a long life.

By the 1990s though thousands of this model along with other Citroëns were destined for the scrap heap as governments

around the world lured many a good runner to the crusher.

Small compensation was paid but basically it was an exercise to get car owners to buy new models... a sort of a stimulus to industry.

During the head scratchings to get this review to you, I took the opportunity to view a car in the flesh so to speak.

I needed to caress the metal to get my neurons working and back into gear.

A GSA Pallas saloon in the proud ownership of our editor... Leigh Miles.

OK, back to the book... each year has a detailed exposure of all that went in each year's change.

It makes fascinating reading although like a rich chocolate cake I had to ration myself.

The book is 276pp and has a hard cover in the modern style... ie no dust jacket.

It is in the library as the newest addition and will be available for borrowing shortly.

Watch that space *mes ami*.

Anyone who would rather purchase this book rather than borrow... please let me know as there is already a shipment coming from the publisher and I can add your order to it, if you are quick!

I have a personal copy which I shall treasure for years to come. Max Lewis ~ CCOCA Librarian and amateur scribe

For Sale

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

1990 BX GTi 16- Valve

Rust free body with very good cloth interior. Mechanically sound with strong motor and smooth 5-speed manual transmission. All electrics work. [windows and roof] Suspension is very good with no problems evident. Repaired f/g crack in left front bumper with accompanying small dent in guard. Small hole in passenger seat cloth. Paint faded on bonnet and roof. Maintained by French specialist mechanic. Timing belt changed within last 1,000kms. On club rego [Vic 1283-H3, which is not transferable, VF7XBFC0001 FC 1421]. \$4,000. Contact: Richard Ward, 0407 316 060 or richardward007@bigpond.com [F44/05]



1964 DS19 BVH Motor & Gearbox

Still mounted in a rolling front section of the original car that was wrecked many years ago because of rust. All hydraulic components, gear change, pump, brain, drive shafts, wheels, radiator etc still in position. The front was cut at the A-pillar and includes the fire wall forward and has been stored in a dry shed. Can easily be loaded for transport as it is a rolling unit. This is a rare opportunity to purchase a complete assembly not dismantled. Price \$2,000. For more details please contact Peter Huth anytime on 0419 649 499 or Email: lamaisondecitroen@bigpond.com [D01/03]



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 [D01/02]



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-13 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]



1971 Citroën DS21

Very extensive restoration carried out. New paint, upholstery, carpets, roof lining, exhaust system, electrics, dashboard, and all mechanicals. Drives superbly, and is close to a new vehicle. More photos and refurbishment invoices over the last 4 years available on request. WA Reg: IGNU 024, \$43,000 Stuart Pekin ~ Perth 0404 231 712 [44/01]



Citroën 2CV

1986, 60K kms. Recent import from UK ~ fleeing Brexit!! Was to be used as a Company Rep's car, but things have changed. Car is in very good overall condition, but needs some minor tidying up and cleaning to be really Great! Full set of new Michelin tyres. I put the car through Licensing some 6 months ago for my client, with no issues. WA Reg: IGUG 262, \$22,000. Stuart Pekin ~ Perth 04 0423 1712 [44/01]





CITROËN CLASSIC OWNERS CLUB OF AUSTRALIA

Australia's National Citroën Car Club

