



----- **MARCH 2024** -----

**CONTACT: Bill Kenchington on Ph (02) 4945 4830 OR Andrew Vile on (02) 4933 5607 in business hours only.**



*Above - 1st meeting for the year – checking the model competition. Below - HMAAC 40th Anniversary model.*



# **HUNTER MODEL AUTO CLUB INCORPORATED**

## **Minutes of Club Meeting Held at Edgeworth Sport and Rec Club on 13 February 2024**

**Meeting Opened:** 7.30 pm.

**Members Present:** 22      Apologies: 4      Visitors: Nil

**Welcome to Members and Visitors:** *President Andrew Vile welcomed all to the Club.*

**Previous Minutes:** Moved: Ernie Williams    Seconded: David Rosser “That the November 2023 Club Minutes be accepted”.    Carried.

**Treasurer’s Report:** The Treasurer reported that the Club funds stand at \$1,311.49 and \$100.00 cash.

Moved: David Standen    Seconded: Bill Smith    “That the Treasurer’s Report be accepted”      Carried.

### **Correspondence:**

#### **OUTWARDS:**

- i) Members and Others – December, January, February and Special Edition No.4 Gearboxes.
- ii) Members – December, January and February Model Competition and Meeting Reminders.
- iii) Edgeworth Sport and Rec Club – Request to hold the 2024 Hunter Toy and Hobby Fair in August.
- iv) Frontline Hobbies, Broadmeadow – Thank you for the donation of Gift Vouchers and for the January Private Opening of their Store.
- v) Members – Details of a collection of diecast model cars for sale from a deceased estate through Matt Robinson (Morpeth).
- vi) Members – Advice that “Show us Ya Slotz” is an official stockist of DDA Model Cars.
- vii) Maz Woolley (CDMC UK) - Seeking info as to whether the sale of the deceased estate model car collection from Peru is a scam or not.

#### **INWARDS:**

- i) Andre Bustamante Cisneros – Advice of a deceased estate model collection for sale from Peru.
  - ii) Brisbane Model Car Club – December Magazine.
  - iii) Matt Robinson (Morpeth) – Details of a collection of model cars for sale from a deceased estate.
  - iv) West Aust MCC (WAMCC) – November, December and January “Showcase” magazines.
  - v) P H Cheah (SMAC) – Comments on December, January and February Gearboxes and Best Wishes for 2024.
  - vi) Ian Hind (WAMCC) – Feedback on January and Special Edition No.4 Gearboxes.
  - vii) Canadian Toy Collectors Society – November, December and January Magazines.
  - viii) Des Barnes (CTCS) – Comments re “Real” and “Virtual” Competitions in February Gearbox.
  - ix) Barry Lloyd (Wessex) – Comments on December Gearbox and Best Wishes for 2024.
  - x) Wessex Club – “Small Talk” magazine February 2024.
  - xi) Maz Woolley (CDMC UK) – Comments on January Gearbox.
  - xii) CDMC (Coventry UK) – “Wheelspin” Winter 2023 magazine.
  - xiii) Dennis Mitchell (SMAC) – Advice that their oldest member Don Stephens passed away recently.
  - xiv) Maz Wooley (CDMC UK) - Advice that received same message from Peru. Also, not sure that it is genuine.
  - xv) Tony Hanna – Feedback on December Gearbox.
  - xvi) Mick Haven (South Hants Model Auto Club) – Comments on Special Edition No.4 Gearbox.
- Moved: David Rosser    Seconded: Matt Vile “That the Correspondence be accepted”.    Carried.

### **Matters Arising:**

- i) Vintage Day Display at Kurri Kurri Public School – On Sunday 24 March with set up on Saturday 23 March 2024 .  
Members proposing to display are:-  
Paul, Bill K, David S, Mark, Ben, Trevor, Ernie and Brian F plus the Club’s 40<sup>th</sup> Anniversary Display. There will also be a separate display of “Thomas” trains by Ryan Borradaile on the stage.  
In addition, there will be a small area available to the side for a limited number of members to sell on the day.

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ii) **40<sup>th</sup> Anniversary Models.** These are on sale from tonight at \$20.00 for members and \$25.00 for others.

It is proposed to also offer these for sale at the Kurri Display Day and the Toy and Hobby Fair.

Moved: Shane Neems Seconded: Pieter Zeeman "That Ken McGregor and Mark Jenkins be each offered a free model for their work in assembling the models". Carried.

**-- The 40th Anniversary model is featured on the Cover sheet of the Gearbox --**

iii) Hunter Toy and Hobby Fair - This is to be held in the Club Auditorium on 18 August 2024 – Members volunteering to be on the Sub-Committee are:- Paul , David S, David R, Ben, Scott and Bill K. The first meeting of the Committee will be on Tuesday 12 March 2024 at 7.00pm, just prior to our Club meeting.

Nominations have been called for the Toy Fair Charity and are to be forwarded to Paul Campbell by next Club meeting at which they will be put to the members for a vote.

iv) Club Visit to "Show Us Ya Slotz" at Lemon Tree Passage – To be organised for later in the year.

v) Proposed Club Model Display at "Newcastle Museum" - Paul to negotiate with the Museum staff a mutually suitable date for the Display.

vi) Club Visit to "Sydney Tramway Museum" at Loftus – To be organised for later in the year.

vii) Club Membership Promotion Banner – Paul and Bill are to prepare an appropriate legend for the banner and contact Cardiff Signs for a quote based on the artwork and size of our current Club display banners and using the existing support stand.

viii) Police Rescue Carrington Visit – To be organised for later in the year.

#### **General Business:**

i) Trax models from a deceased estate for sale. Two members indicated an interest in the models and will deal directly with the seller.

ii) Plans for celebrating our 40<sup>th</sup> Anniversary in 2024 (7 February 1984 being the inaugural meeting date). To mark the occasion, suggestions were put forward that we :- a) Hold a Special Dinner in July. b) Have a 40<sup>th</sup> Birthday Cake. c) Prepare Special Displays at the 2024 Kurri Kurri PS Vintage Day Display and the 2024 Toy and Hobby Fair.

iii) It has come to notice that a former member Peter Browne sadly passed away last year.

iv) 2024 Virtual Competition – Moved: Matt Vile Seconded: David Standen "That a \$25 Voucher be awarded to the 1st Prize Winner in the Virtual Competition"

#### **Model Competitions:**

##### **Results for February:**

"Actual" Model Competition: "Open" – Any scale up to five (5) models.

1 <sup>st</sup> .....	Pieter Zeeman.....	VW Kombis.....	38 Points
2 <sup>nd</sup> .....	Brian Blyth.....	Austin Healeys.....	26 Points
3 <sup>rd</sup> .....	Paul Campbell.....	Mighty Antars.....	17 Points

"Virtual" Model Competition: "Open" - Any scale.

1 <sup>st</sup> .....	Terry Payne.....	Three Great Fords.....	32 Points
2 <sup>nd</sup> .....	Brian Blyth.....	Silver Arrows.....	30 Points
3 <sup>rd</sup> .....	Paul Campbell.....	BBC Vehicles.....	19 Points

**Next "Actual" Model Category - March: " Vehicle with a Hook"** – Any scale and up to three (3) models.

**Next "Virtual" Model Category - March: "Emergency Vehicle"** - Any scale and up to five (5) models but ONE PHOTO ONLY.

**Meeting Closed:** 8.10 pm.

**Next Meeting:** Tuesday 12 March at 7.00pm for 7.30pm at Edgeworth Sport and Rec Club.

--- PLACEGETTERS FOR THE FEBRUARY 2024 'REAL' MODEL COMP – TOP TO BOTTOM ---

*1ST – Pieter's Kombi*

*2ND – Brian B's Austin Healeys*

*3RD – Paul's Dinky 908 and 986*





*The above pic is one of the model competition entries at the February 2014 HMAC meeting at the Hexham Bowling Club. The pics below were taken at our second visit to 'Lost in the 50's' in 2014. We were joined by members of the Sydney Model Auto Club that day. The last ten years have certainly passed very quickly. Terry.*



**\*\* PLACEGETTERS - FEBRUARY 2024 'VIRTUAL' MODEL COMP – TOP TO BOTTOM \*\***

**1ST – Terry's Three Great Fords**

**2ND – Brian B's Silver Arrows**

**3RD – Paul's Dinky Supertoys – BBC Vehicles.**



## - SAAB: A PERSONAL PERSPECTIVE - *By Mick Haven.*

Gearbox editor, Terry's article about Saabs really struck a chord. Much of what he wrote echoed my own views and accrued data and information about them. My admiration for the 'super Swede' goes back to my first of many visits to the brand's homeland in 1967. In those days, the 96 was still much in evidence. **Next pic is a 1977 SAAB 96 Turbo Combi Coupe.** Many of the side roads were still undeveloped, not much better than dirt tracks. It was astonishing to see these tiny cars, and cars by their compatriot, Volvo, driven with great verve on what were basically unmade roads. It was no wonder Sweden produced so many top rally drivers. Another strange sight was 'six-wheeler' Scania and Volvo tipper trucks with the third axle raised about ten inches off the ground.



A 96 finished second to a Cortina GT in the 1964 East African Safari rally. It had overturned, ending upside down in a mudpool. Locals eventually righted the car, and it finished the rally. Nobody believed the story at the finish line in Nairobi, in particular, the crew of the winning car. What subsequently happened is another story and was not only highly embarrassing for them but somewhat expensive too. For a TV stunt in 1962, a 96 was pushed off a ski jump in Norway. On landing, the badly damaged car was driven away.



***The 1964 East African Safari Rally car.***

The 99 had been in production since 1968. At the time, the desire to own one was something to aspire to as the costs of buying one and running one were not viable. That would eventually be rectified some years later. By the early 1980s, we decided we had the finance to fulfil the dream, just? But it would transpire that you can't run a car like that on a shoestring budget. Sad to say that just like cream, a dream can also turn sour. Mine did.

I tracked one down at a price we could afford, in 'Exchange and Mart'. It was a 1971 four door model, in olive green. By sheer luck, the seller was in south London. At the time, due to my employ as a London motorbike courier, I engineered a trip to view the car. I took a short test drive, gave it a brief inspection, and agreed the sale with the seller. Within a month or so, the car hit a pothole. The steering didn't feel right, but I managed to get the car home. A local Saab repair specialist said the car had sustained a split in the offside front A bracket. They didn't have one. They tracked one down in the Midlands. Big money! It cost me £160 plus freight. Then came the workshop charges which also weren't cheap. Evidently, it could have been worse. We were lucky the damaged bracket hadn't pulled the drive shaft right out of the gearbox of the car's front wheel drive layout.

Within a year, it blew a head gasket. Now we really were in trouble. Unbeknown to me, having little knowledge of the brand and type, it transpired that its 1854 cc engine was based on an old Triumph unit. The engine sat in the bay at an angle rather than the more conventional upright. The head was bolted to the block by eight long studs. However, the bolts weren't perpendicular, but went through the head into the block at an angle of about 45 deg. Having removed the nuts securing the head, the highly skilled technicians couldn't remove the studs, they were seized solid. The only recourse was to drive a cold chisel between head and block to force a gap and saw through the studs. Now they've got to drill out the remaining bit of stud still in the block. They couldn't and didn't. A replacement engine was the only answer.

I located a 2 litre from a Saab breaker, 40 miles away and had it fitted. The engine swap wasn't a happy affair, so the decision was taken to sell the car after only a couple of years of ownership. Despite that, and the disappointments I experienced, I never lost my admiration for the brand. There were positives and too many to list here. Body wise, the car was as tough as old boots. I dread to think what gauge of metal the panels were made from, as I found out when somebody bashed into the car and made a hand sized dent in the rear wing. A body shop pal who I knew and tasked with the repair, said, "don't bring that thing back here". Apparently he had to heat the panel and use a jack to push the dent out.

Having the ignition key between the seats was a novelty as was selecting reverse to remove the key. The result was that the car was locked in reverse gear, thus making it very hard to steal. *It was not*, for me, an inconvenience. It was simple, come to a stop, handbrake on, select reverse, ignition off, remove the key. Time taken, two seconds! Saab had found in tests that in the event of a head on collision, the key in the conventional dashboard position, could become embedded in the driver's chest. That upright windscreen was designed like that for a major safety reason. In a head on collision, the engine position was designed to go under the car rather than back into the cabin. Then there are those seats. I had never experienced the joy of a heated seat in a car. That old Saab, from 1971, had one. Such things are an expensive option these days. It had headrests too. The number of adjustments to the driver's seat, made it to this day, in all the cars I've ever owned, "*the best car seat I've ever had*".

Although the car was basically a conventional four door saloon, the back seat folded flat, as would a hatchback in modern times. There are a multitude of interesting facts and figures about safety and innovation. I met many a Saab owner who wouldn't consider any other make. 'Once a Saab, always a Saab'. If I'm so passionate about them, why have I never had another one? It's a valid point. It's due to circumstances and finances. Spares and repairs were often found to be just over the border of comfortable. That doesn't detract from having the utmost respect for them and their pioneering ideas. They had seat belt mounting points before their contemporaries actually fitted them as standard. The 96 had 'through flow ventilation', whereby outside air was vented into the cabin through ducts in the corners of the dashboard and would exit via extractor vents in the rear three quarter pillars. In 1965, the Cortina Mk 1 facelift model saw the introduction of Ford's 'Aeroflow' ventilation, allowing air into the cabin through adjustable 'eyeball' vents in the dashboard, with outlets in the rear three quarter pillars. Hadn't something similar been done before?

Author Mark Chatterton's 1980 book about Saab is titled, 'SAAB The Innovator'. Never was a word or description more appropriate. Some aspects of this article are thanks to his fine book.



**Above left – The very first SAAB 92 and at right - Mark Chatterton's book – SAAB, The Innovator.**

*Mick Haven is a member of the South Hants Model Auto Club and thanks must go out to him for this interesting story on owning a SAAB. Ed.*

## *Another rare little sports car – ALPINE A110 GT4 COUPE*



*Alpine A110 GT4 Berlinette - Courtesy of Classic and Sports Car Magazine.*

I had heard the name '*Alpine*' mentioned occasionally, and usually little snippets relating to their success in European Rally competitions, though I never really knew much about the car, or that it was actually a 'Renault' company model now. I saw the *lead-in pic* in a recent **Classic and Sports Car** on-line article and it took my attention as it seemed like a smart looking little coupe for the 1960s. I was interested in knowing more about it, so a little research indicated that the French Alpine brand has an interesting story and it still exists to this day.

The Alpine company, based in Dieppe, France, was originally fully titled as the '*Société des Automobiles Alpine SAS*' having been founded in 1955 by Jean Redele. He started out with his own motor garage and became heavily involved in motor sport driving his autos based on the Renault 4CV. Later, he would also become a Renault sales company owner. Redele grew up in the French Alpine region and enjoyed motoring through its countryside and the story goes that this is why he named his company 'Alpine.' In 1955, Redele and his co-driver, up against the top automakers, placed second in their class in the famous 1597 kms long 'Mille Miglia' race driving his Alpine A106 MM Renault, known as a *Redele Speciale* and he soon decided to start up his own 'Alpine' automaking company.

It has been stated that Redele gained success initially in motor sport as he was able to conceive simple, but innovative machines at the time, and had the ability to pick the right composite materials to be used. Another advantage he carried through his career was to remain closely tied up with Renault before they purchased the Alpine company outright, as his Alpines were always sold and serviced by Renault dealerships.

Early models were the fibreglass 'Berlinette' bodied *Alpine A106* of which 650 were produced between 1955 and 1960 and were still based on the Renault 4CV. They were also available in various power ratings, and though unusual in this era, could be ordered with an optional, but very expensive five-speed gearbox. With motor sports success, the A106 started to establish Alpine's credentials as a competent auto maker, especially after a class victory by an Alpine A106 MM Renault in the 1956 Mille Miglia race.

Though the A106 should have been replaced by the new *Alpine A108* in 1958, it remained in production till 1960. The A108 was powered by the Gordini tuned 845 cc engine and was available, initially as a convertible, before being produced as a Berlinette. It remained in production till 1965 even though its replacement, the *Alpine A110 Berlinette*, arrived on the scene in late 1961 for the 1962 model year. The main reason for the introduction of A108 model originally, was to use the more powerful Dauphine engines on a new 'steel backbone' chassis which would see Alpine having a cheaper and more economical sports car on the market.

The French automaker was thriving when the new *Alpine 110* went on sale in 1962 and Redele would achieve even greater success in the 1960s and 1970s rally and racing scene with his A110 competition models. This was a still a lightweight rear engined machine designed specifically for rallying, initially as a Berlinette, but with a convertible arriving later. The A110 still had a fibreglass body bonded onto the steel backbone chassis that was a simple, centrally positioned tubular backbone, connecting the front and rear suspension structures. When used on sports/competition automobiles like the A110, the backbone piece was usually of a rectangular profile. As with the A108, the Alpine 110's coil-sprung suspension was by unequal-length wishbones at the front with an anti-roll bar and a simple swing-axle at the rear. Over time, it would be powered by a range of four and vee-six cylinder engines.

The **Alpine cars company of Australia** stated that, 'In the early 1970s, Alpine was one of the rallying elite. In 1971, Alpine monopolised the podium of the famous Monte Carlo Rally before winning it again in 1973, the year in which it became the first manufacturer to be crowned World Rally Champion.' For the 1971 race, A110s took 1st and 2nd and had five cars amongst the top ten placegetters. In the 1973 race, A110s took the first three places as well as 5th and 6th. The Alpine A110 was successful in nearly all motorsports category from rallying and road racing to rallycross and hill climbs with nearly 8,000 being turned out till production ceased in 1977.



**Above - Altaya brand 1:43 scale diecast model of the 1973 Rallye de Portugal Alpine 110.**  
**Below – 1973 Tour de Force Rally Alpine 110 by Kyosho in 1:18 scale**



The **above model pics** may be familiar to members, or jog their memory of the *Alpine* name in rallying. **But the [A110 GT4 coupe](#) in the **lead-in pic** is a different car and not really based on its famous A110 cousin.** Though it was considered less trendy than its iconic A110 motor competition dominating cousin, and was less powerful, it was actually a more practical little 2+2 coupe. Yet only 250 odd GT4 models were produced between 1962 and 1969.

I should mention here that the Alpine automobiles in this article, with the exception of the 2+2 models of the A108 and the GT4, were called a '*Berlinette*' which is French for *Berlinetta*, the term given to a low-profile two-door sports car that is related to the coupe, but generally a two-seater. (No, I don't follow either.)

In 1960, an Alpine sub-contractor and specialist fibreglass coachwork company, Chappe Freres et Gessalin (Chappe Brothers and Amédée Gessalin) presented a steel bodied prototype of what became the **A108 coupe 2+2** and it went into production in 1961, but with a fibreglass body. This company had been making the fibreglass bodies for Alpine from the original fastback Alpine A106 models and was an offshoot of Redele's main business coming under the control of a Renault concession owned by Redele's father-in-law, Charles Escoffier.

The fibreglass bodies of the A108 2+2 were bolted to a chassis developed for the new A110 but with the wheelbase extended by three inches. Only ten models were produced in 1961. Meanwhile Redele was quickly developing the new A110 to fit on their tubular backbone chassis, but now, it would have an in-house built fibreglass body.

The bodies on the A108 2+2 coupe continued to be made by the Chappe firm and they were fully trimmed and assembled in their factory before being sent to Alpine for the addition of the running gear and final detailing. Unfortunately for Chappe Brothers, the 2+2 models were poorly supported and a revised model, slightly longer again and with a more rounded roofline, was presented at the 1962 Paris motor show. It still did not take off and I wonder if that may have been because of its overall looks as seen *in the next pic.*



*Norev brand 1961 Alpine 108 2+2 coupe in 1:43 scale diecast.*

Chappe Brothers then built the [A110 GT4 coupe](#), shown in the lead-in pic and still a 2+2 variant with a longer wheelbase than the A108 2+2. It was designed with the aim of combining the sports potential of the A110 Berlinette with a daily use automobile. In fact it was a more 'polite' version of the A110 and many followers of the Alpine marque would not even be aware of its existence. This is probably helped by the fact that only 263 units are believed to have been turned out by the Chappe Brothers.

The [GT4](#) models certainly had handling issues in comparison to the A110 rally designed models due to their extended wheelbase. Also, being very low, it was difficult to get into the car and the two rear seats were almost uninhabitable. Internally, it was semi-luxurious and nicely trimmed out, but the comfort and attractive styling of this sports car didn't make up for these often reported problems. The GT4 was always powered by the more powerful Renault 8 engine compared with the Dauphine engines fitted to the A108 and there would be regular engine upgrades over its lifecycle. Even with the criticisms mentioned here, motoring journalists then, and still today, claim the [A110 GT4](#) coupe to be a smooth little machine and it is certainly a rare model among the Alpine automobiles.



*Otto brand model of the Alpine 110 GT4 coupe in 1:18 scale resin*



Continuing the Alpine story, the 'Alpine Competition Department' merged into 'Renault Sport' in 1976 and in the 1980s, Renault fully acquired the Alpine company and used the Alpine brand to expand the performance wing of existing Renault models. Interestingly, and though production of all Alpine badged models was terminated by Renault in 1995, the famous 'Alpine' name is back out there today and is bigger and better than ever in the motorsports world.

Alpine returned to the race track in 2013 by amalgamating with the famous French racing team, Signatech. They have since collected several European titles in the A450 and then achieved class victories at Le Mans in 2016, 2018 and 2019 with the A460 in the LMP2 category, one of two Le Mans Prototypes classes within this, and various other worldwide races and championships. The Signatech Alpine team also won the World Endurance Championship in 2016 and 2019.

In 2017, Renault announced the resumption of an iconic name with the relaunching of a **new** Alpine A110, a revival of the **original 1961 A110 Berlinette** and again, a two-door, two-seater. **Alpine cars Australia** stated '*The Alpine A110 is the perfect example of this old-meets-new philosophy, combining styling cues from the iconic A110 Berlinette with cutting-edge design features and technologies. The result? An agile and thrilling ride like nothing that's come before....Designed to be equally at home on the road or on the track.*' The new A110 in base form has a 1.8 litre mid to rear mounted turbo four engine producing 215 kw of power through a seven-speed dual-clutch gearbox. It is now produced in three models, the base A110, the 215 kw A110 S, **shown in the next pic** and the 220 kw A110 GT.



In January 2021, as part of a company overhaul, Renault announced that 'Renault Sport' was again merged into Alpine to form an Alpine Business Group to produce exclusive sports cars for Renault. At the same time, Alpine has again become involved in F1 motorsport with the **BWT Alpine F1 Team**. **See next pic** of their A522 F1 machine.



**Spark 1:43 scale model of the BWT Alpine A522 - 4th in the Japanese Grand Prix when driven by Esteban Ocon.**

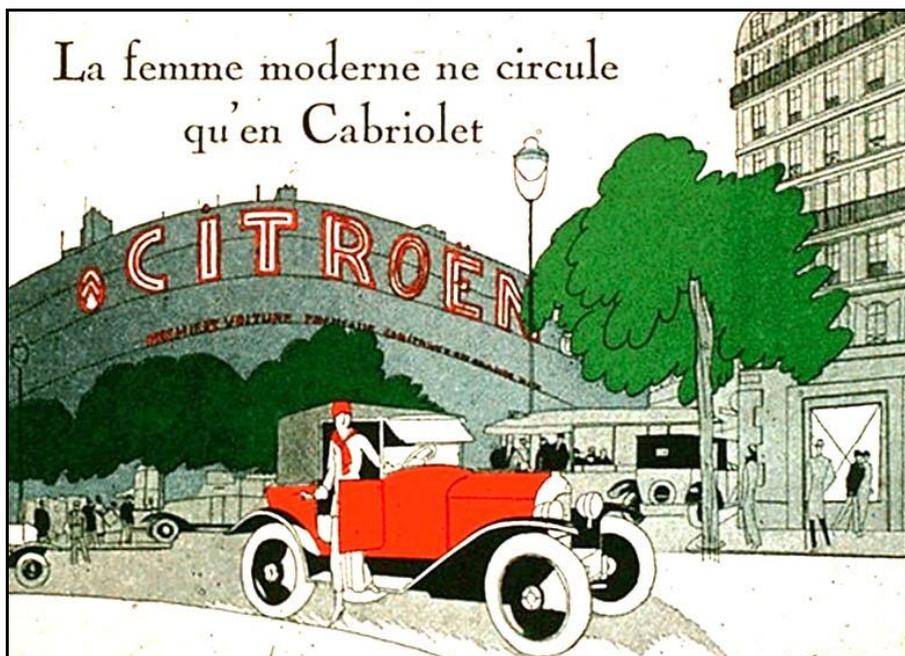
As was the case for the 2023 F1 season, BWT Alpine has kept the same two French drivers in the team, Esteban Ocon & Pierre Gasly as well as **Jack Doohan** as the reserve and test driver for 2024. He is the son of the famous **Australian Grand Prix motor cycle rider Mick Doohan**. Mick won the world championship, now known as the MotoGP, five years in a row, 1994 to 1998. Jack Doohan also raced in the FIA Formula 2 Championship for the Invicta Virtuosi Racing team having formerly been with the Red Bull Junior team. Though he placed 3rd in 2023, he won't race F2 this year concentrating on being reserve and test driver for BWT Alpine. BWT, who are Europe's leading water technology company, are also a sponsor of the Invicta Virtuosi F2 Racing team. Invicta produce luxury watches. BWT also sponsor a Porsche in the Australian Carrera Cup Championship.

To finish, Alpine have now produced their new '**A110 E-ternite**' that is **an electric-powered A110 prototype** equipped with a 178 kW electric motor mated to a two-speed dual-clutch gearbox looking at the future of Alpine products. Alpine are now involved at the highest levels of motorsport and that is where they started. **Terry**.

--- CITROEN LIGHTS UP THE EIFFEL TOWER. - BUT THERE WOULD BE A DARK SIDE AS WELL ---



The [Andre Citroen](#) story has always interested me and I enjoyed writing the articles on various Citroen models in previous [Gearbox newsletters](#). My favourite model was the 1934 Citroen Traction Avant that is having a [90th birthday](#) this year. A really unusual story I read recently concerned Andre's lighting of the Eiffel Tower from top to bottom commencing on the 4th of July 1925. He was passionate about advertising and understood how vital it is when marketing automobiles and he wasn't backward in coming forward with grand ideas in this regard. He was also keen on having females on his new car advertising in magazines and on posters. He knew that there was potential for women to own and drive a car and released a massive advertising campaign for the popular Citroen 5CV with a series of 'women only' ads.



But his lighting of the Eiffel Tower with the letters [CITROËN](#), was **THE** masterpiece in marketing and was part of the 1925 Paris Expo. He rented three sides of the tower and used 250,000 light bulbs and 600kms of wiring with each letter being 30 metres high. Just amazing. It became a long standing part of Paris nightlife till 1934 when Andre Citroen was bankrupted and Michelin took over the company at the behest of the French Government. The lights were soon taken down from the tower and Andre Citroen passed away not long after. [Terry](#).