

CITROËNVIE!

a quarterly publication (with a North American perspective) for Citroën enthusiasts

2010 No. 4

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Feature Report: SM 40th Anniversary - Buffalo Photo Shoot



- 2010 Rendezvous Report
- Bastille Day CAC Meeting
- Something About Méhari
- CAC 2010 Summer Pool Party
- Traction Avant Windshield Safety
- Early Traction Infatuation
- Niagara Region CAC Outing

International Citroën Club Events:

- Oct. 1 - 3 '10 - SM 40th Anniversary Celebration at The Lane Motor Museum in Nashville, Tennessee. Organized by Dave Hume of Excelsior Motors in Midway, Kentucky. There will be a driving tour to the Museum through the lovely Kentucky Bluegrass region, departing from Excelsior Motors. \$30 charge per car. Non SMs are welcome! Contact Dave Hume at: excelsiormotorsinc@msn.com.
- June 16-19 '11 - 35th Citroën Rendezvous - Saratoga Springs, NY. (Organized by the DriveSheSaid group - www.driveshesaid.com)
- Aug. 16-19, '12 - 15th ICCCR - Yorkshire, UK <http://www.icccr2012.org.uk>
- July 26 - 31 '11 - 19th International Meeting of 2CV Friends in Salbris, France. This will be the biggest event ever since it is in central Europe and easy to reach for most participants. 5,000 2CV's expected!! www.2cvfrance2011.fr
- Summer '13 - 20th International Meeting of 2CV Friends, Spain - location & dates TBD.

About Citroën Autoclub Canada

Citroën is a French auto maker that began producing cars in 1919 and continues to do so today. Some of the more famous models include the Traction Avant, the Deux Chevaux (2CV), the ID/DS, SM, GS and the CX. Citroën Autoclub Canada has been promoting Citroën ownership since 1983. Our roots go back to 1972, emerging from a group of teachers and Citroën owners who banded together prior to Citroën leaving the North American market at that time. Now with more than 150 members, we work to keep our Citroëns on the road, organize various special events each year and meet on the second Wednesday of every month in Toronto. We also publish CITROËNVIE magazine quarterly for Citroën enthusiasts around the world to enjoy.

Upcoming Local Citroën Autoclub Canada Events:

Regular monthly meetings are held at 7 pm on the second Wednesday of every month. From October through April our location is indoors at the Granite Brewery on Mt. Pleasant. May to September meetings are held outdoors at the Grenadier Restaurant in High Park.

- Sept 25 '10 - CAC Fall Outing. A weekend excursion through beautiful Prince Edward County stopping to enjoy some of the local wineries and an optional overnight stay in Picton.
- Oct. 13 '10 - 7 pm - Monthly Club meeting (indoors) at the Granite Brewery, on the southeast corner of Mt. Pleasant & Eglinton Ave.
- Nov. 10 '10 - 7 pm - Monthly Club meeting (indoors) at the Granite Brewery.
- Nov. 21 '10 - 1 pm - Club Planning Meeting for 2011 (Club event) at George Dyke's house. (Please RSVP with George.)
- Dec. 4 '10 - 10:30 am - Club Christmas Party (Club event) - (RSVP with Doug Pengelly.)
- Dec. 8 '10 - 7 pm - Monthly Club meeting (indoors) at the Granite Brewery.
- Jan. 12 '11 - 7 pm - Monthly Club meeting (indoors) at the Granite Brewery.
- Feb. 09 '11 - 7 pm - Monthly Club meeting (indoors) at the Granite Brewery.

Cover: Paul Bourse's 1973 SM "at speed" on the New York State Thruway en route to Rendezvous from the 40th anniversary SM event in Buffalo.

Photo by George Dyke

Message from the CAC Prez



George Dyke

Please accept my apologies for being a bit behind the eight-ball in getting this Fall issue completed. It's been a busy summer and beautiful weather tempting me to be out enjoying my Mehari didn't help my publishing responsibilities. One benefit that has come from various summer outings is a wealth of new Citroën topics discovered by speaking with interesting people that have offered insight to some truly fascinating Citroën stories. We are flushing them out now and hope to present those in the next few issues. Stay tuned...

Getting out behind the wheel of a Citroën gives me, as I'm sure it does for most of us, an emotional sense of relaxation and enjoyment that is unparalleled. Not just a means to pause from life's day to day concerns, but an opportunity to consider a number of things, both Citroën related and personal. On a personal front, I've had to witness the demise of an exceptional person in my life to the ravages of cancer. In March my father underwent surgery that saw him severely incapacitated. And at the time the physicians informed us that the cancer had metastasized to vital organs (like the liver) to the extent that there was nothing they could do to combat it. To see a vibrant and outwardly healthy appearing person undergo a 6 month degenerative transformation and demise has been an immense test of my faith, logic and patience. Throughout, Dad showed an amazing resolve, inspiring our family right up to his passing away on September 6. Now life goes on for the rest of us, but without a person that demonstrated great care and support for family, business matters and, of course, the Citroën lifestyle that I am so fortunate to enjoy. We have an "In Memoriam" profile of Dad on page 22 of this issue.

Our Citroën Autoclub Canada website also suffered a terminal illness of sorts this summer. For years our site has been graciously hosted on a server in Winnipeg by Blair Anderson. On Bastille Day, there was a very serious weather storm in the area; lots of thunder, lightning, and torrential rain. As Blair ran around frantically unplugging things in the house, there was a horrendous flash followed by a tumultuous cacophonous bang. And with it, most of that part of the city went black. The UPS on the server and peripherals kicked in and began beeping frantically. Blair grabbed a flashlight and inched his way towards it when in his own words; "I saw a flash and fireworks - literally, sparks and a "zapping", "arcing" sound. I unplugged everything that was connected to it and then the UPS itself. The power returned about 3:15 am and I went to survey the damage. Everything connected to the UPS is toast - a mail server, our household Mac server, our iTunes server, a laser printer, a bubble-jet printer, a label writer, three hard disk drives,

and, regrettably, the server on which your site is hosted, along with the hard disk drive connected to it. My 50" Panasonic plasma and associated sound system are also toast, even though they weren't connected to the UPS." The hard disk Blair mentioned was our back-up drive. Since then we have been able to retrieve the data and get back online, but not without a huge effort on Blair's part as well as our tech savvy webmaster Dave Bruckman.

Since we had to rebuild the CAC website, at the same time we decided to give it a new look, making it easier to navigate, and facilitate access for members to documents like our Service Resource Guide and the Club Roster. We also looked at how we can get content to members in more timely and comprehensive manner.

One of the things we will be exploring in the next few months is making CITROËNVIE even more e-friendly. We are discussing reformatting its content and delivery method to optimally take advantage of a new generation of tablet devices like the iPad while at the same time letting PC terminal and laptop users have a rich user viewing experience. I want to stress that nothing is firmly decided at this point. We are examining the workflow of website publishing, the effort that must be undertaken to produce each issue of CITROËNVIE, and the other publishing tasks we have been doing each year; the Calendar, our Roster and our Service Resource Guide. What is in our sights is to craft a more efficient way to do all of this, particularly since those that actively work on making this content do so on a volunteer basis. We also recognize that there are members out there that have not grasped the e-tools of the internet. For those folks we still need to deliver content in a physical and cohesive manner that they can appreciate. It's quite a challenge. I would like very much to hear your thoughts on how we make an effective transition.

As I mentioned in my Summer's Presidents message, we are in a mainstream paradigm shift away from traditional print delivery to devices that can read e-docs and connect to the internet at will. Today you can read CITROËNVIE and other Citroën publications we created over the past decade as well as other web content that we have put online. It is our intent to continue to e-publish current content in a manner that delivers a dynamic and comprehensive viewing experience to our membership. We are committed to publish our vast print archive in a web friendly manner and are working at this time to determine the best means to deliver content via these new devices. It is a most interesting time. And while it sometimes feels overwhelming the myriad of ways there are to publish content these days, we are working to make reading content (and viewing video) in any manner a quality experience that you will appreciate.

- George Dyke



SM 40th Anniversary - US Gathering in Buffalo

by George Dyke

This year one of the celebratory Citroëns was the SM. 40 years ago it was introduced. And it was sold in the North American market.

Last year at Rendezvous, Dave Hume came up to me and said the he really wanted to do something special for SM next year; - Perhaps a drive to New Jersey to the location where their east coast operations were based. Maybe meet there with a group of SM owners and then travel to Saratoga Springs, New York.

I mentioned to Dave that a few months before we had been contacted by Jim Berry. His late father, James O. Berry Jr., had been the east coast dealer



manager for Citroën in the 1960's and early 70's. Based in Buffalo, New York, James had not only delivered many new cars to Citroën dealers, but also amassed a considerable amount of marketing material. And he was instrumental in the organization of Citroën's auto show presence in New York and Chicago. So much so that he enlisted his father's (Jim's grandfather's) help to create plaques for the cars on display.

I organized an outing to Buffalo in November 2008 where we met Jim and browsed through much of the literature and signage his father had squirreled away. We came across two hand painted SM signs, the size of European license plates, with the SM logo (in gold) on a black plastic backing. These were used



George Dyke (with the original hand painted SM sign and Jim Berry with the Motor Trend award.



for the SM on display at the New York and Chicago auto shows. Jim also had the original Motor Trend "car of the Year" award that was bestowed on the SM in 1972. It was impressive and nicely framed.



Another tidbit of information that came to light is that many of the promotional shots used in the North American SM literature were taken in the Buffalo area. The shot of the SM with the sail boats in the background was taken at the the Buffalo Yacht Club, where James was a member.

And the the shots of the SM on the beach with the two girls wearing bikinis and walking two horses were taken at Crystal Beach on the Canadian side of Lake Erie, just 15 minutes from downtown Buffalo.



The story of the girls was amusing. James drove the cars over to the Canadian dock of the Buffalo Yacht Club, which was located near the beach. As usual, when he pulled up to get a photo, employees of the yacht club made quite a fuss over the car. He explained that he wanted to take a "sexy shot" of the car on the beach. Hearing that, two women who worked at the yacht club said that they had two nice looking daughters who could fill the bill as eye candy. A couple of phone calls later, two lovely bikini-clad lasses appeared. There was local horse farm nearby so two horses were borrowed for the shot as well. Could James have been obsessed with tying the SM to the iconic Deux Cheveaux? (I like to think so.) The shot became one of the legendary photos of North American SM.

continued on page 6... >>

SM Buffalo Meet - continued from page 5

I said to Dave Hume that maybe the spot to meet would be in Buffalo. We could gather at the same spot on the Buffalo side where the initial marina photos were taken. And we could ask Jim to join us and bring along the Motor Trend Car of the Year award! And so it came to be that on the



morning of June 17, 2010, we found ourselves standing amongst 11 Citroën SMs for a unique photo op at the Erie Basin Marina. Paul Bourse had travelled from North Carolina to be there. Others, like John Maddock, drove in the other direction from Rendezvous traveling from Rochester. The weather cooperated and we posed with great pride where 40 years prior, SM history was made.



Front row (from left to right): Charlie Voit, George Klein, Jim Berry, John Maddock, Paul Bourse, Russ Theus, David Hume, Phil Devingt.
Back row (left to right): Peter Bandy, Angus MacDougald, Ed Grant, George Dyke



Paul Bourse brought the original February 1972 Motor Trend magazine issue in which the SM was named Car of the Year. And Jim Berry brought the actual award.





From there we took off along the New York State Thruway. A convoy of sleek SMs zipping in and out of mundane traffic and generating great interest. And all this adventure *before* the great activities organized by the drivesaid group during three fun days of Rendezvous at Saratoga Springs!



Rendezvous - and Beyond...

by George Dyke

Rendezvous never fails to be a memorable adventure for me, and I suspect all Citroën aficionados that attend each year: sometimes caused by rain, sometimes by unexpected mechanical failure. We took measures to ensure that the 34th Rendezvous would be unforgettable on a number of fronts. It started early for me this year, as I ventured out in my SM and met up with 10 other SM owners for the 40th Anniversary photo shoot in Buffalo, NY, and then a group convoy of SMs to Saratoga Springs.

One of the highlights for me at Rendezvous was the screening of a film on Friday night that fully documented Citroën's construction of the GS. And equally fascinating were the workers on the assembly line. I'm pretty sure that the labor force was a trifle more immigrant laden than the predominantly white french work force depicted in the film. Nonetheless, the routines they performed, leading in the rear quarter panels, making the suspension and brake lines, walking along with moving seats to insert bungee rubber doughnuts, each task was really interesting to see from that era. And we all gasped when the workers in the paint shop, hardly protected while they worked, simply wiped down their hands, faces and hair directly with paint remover. Doing this five days a week must have been a health hazard.



Saturday it was the usual show field; - a very hot and sunny one this year. Packed with Citroëns and, not surprisingly, a healthy turnout of SM's and a few GS's, two of which were owned by Manny Motashaw and made their North American debut. A Peugeot or two were welcome additions to the event as was a Maserati Khamsin. Best of show awards were bestowed on the winners at the main banquet dinner on Saturday night. (They are listed on page 12).

On Sunday morning we assembled one more time in front of the Saratoga Auto Museum and from there took a final group drive to Saratoga Lake. Thanks to Robert Monteleone, Kim Walter and the DriveShe-Said group who once again did a phenomenal job in organizing this annual event.





continued on page 12... >>>

Citroen Autoclub Canada

http://www.citroenautoclub.ca/

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HOME
ABOUT US
EVENTS
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News & Updates

The Club held our annual planning meeting on November 21st, the minutes of which are printed as an insert for CAC members in this Winter's newsletter. One of the significant decisions made at that planning meeting was to make the investment to revise the Club's website. George Dyke has specified a design that is modern,

Upcoming Events

CLUB MEETINGS

Aug 10, 2010 **Grenadier Cafe & Tea House**
200 Parkside Drive right inside High Park

MEMBERS

Username:

Password:

Recent Photos MORE >>




Peoples Choice Winners - Rendezvous 2010:



T/A: 1938 Cabriolet
Daniel Noiseux - QC

2CV: 1958 2CV
Doug Davis - NY

A-Series Derivative: 1969 Fourgonette
Neil & Ruth Bryson - ON

Early ID/DS: 1967 DS Cabriolet
Adam & Greg Long - VA

Late ID/DS: 1973 DS23
Claude Guillot - PQ

GS: 1973 GS 1220
Nebo Djurdjevic - ON

SM: 1974 SM EFI
Dave Hume - VA

CX: 1977 CX 2400
Alain Camus - QC

XM: 1998 XM
Dorothy Shelc - VT

European Auto: 1955 Peugeot 203 pick up
Michel Aube - ON

Favorite of Show: 1974 SM EFI
Dave Hume - KY



The final night we made it to Brandon, Vermont to enjoy another French adventure at a sumptuous little restaurant called Café en Provence.



Marijke and I first met its owner, Chef Robert Barral, at the New England Culinary Institute a few years ago during a Citroën Fall outing. At the time he was anxiously looking to acquire a 2CV. Well, now he's the proud owner of a charming blue Truquette. When we arrived, Robert asked



After Rendezvous, I made a point of taking a few extra days to enjoy my SM in the mountains of New Hampshire and Vermont. It's a car that is truly in its element in that type of terrain. I drove it hard! Like it was 3 years old, not 37. And it did not disappoint. The total aplomb and control that you experience in an SM, going at 30 mph above the speed limit is nothing short of astounding. I drove the mountain highways, the back roads (yes even dirt roads) and those rolling hills through the farmlands. We had perfect weather for the three day trip.



me to put the SM on the front patio. So I gave it a wash to get rid of some back-road dust and put it on display, while Marijke and I enjoyed a fantastic dinner.

The next morning we met Robert for a farewell coffee then headed over to New York State where we drove along more twisty roads that passed through Lake Placid and Tupper Lake. From there it was home to Canada and record time drive back home along Highway 401. In all I spent a week in the SM and racked up nearly 2000 miles.

I can't think any other car, modern or classic, that would have been as enjoyable to drive. No question, Citroën got it oh so right building their epitome definition of a grand touring coupe.



CAC 2010 Summer Pool Party

by George Dyke

Once again, the rain stayed away for our CAC Pool Party at Frances and Ken McGuiness' house on August 8. Citroëns decorated their quiet street in Mississauga as CAC members and neighbors gathered for a plentiful amount of great food, drinks and tunes. While last year's party was held on an unbearably hot day (unless you were parked in the pool), this year the weather was perfectly pleasant for lounging, swimming, or taking a hair raising ride in George's Mehari.

CAC members attending included; Lloyd McBride, Larry Lewis, John and Helena Long, Brian and Jacqueline Chewter, Marijke and George Dyke, Steve Loria, Hens Pierre Jerome, Roland Voegle, Jim, Briele, and Teague Sciberas.

We each contributed food dishes that made for a varied lunch, afternoon snack selection and delicious dinner that culminated in dishes of BBQ'd chicken and pork. Those with insatiable appetites moved on to making a dent in the many deserts that promised to expand our waistlines.

For the second year, Frances and Ken offered their lovely home to us for a fun filled afternoon and evening. And not only did Frances and Ken coordinate all the food, they provided all the necessary goodies that ensured we all went home very well fed and satisfied. What a wonderful way to celebrate the summer and our Citroëns! And very much appreciated by all that attended!



Fashion for the Fast Lane

Citroën Autoclub Canada shirts, hats, jackets and jewellery sporting our logo!



Water Repellent Jackets
\$103. CDN



Denim Shirts in khaki or blue
\$ 46. CDN



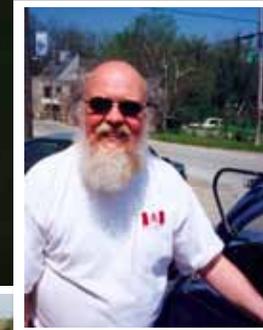
CAC Lapel Pins
(Choice of DS, SM,
2CV or Traction)
\$3. CDN each
Set of 4 - \$10. CDN



Pullover - blue or black
\$86. CDN



Optical Crystal Keychains
with 3D Citroën chevrons
Rectangle or circle cut w/ bevel cut
Regular (non lighted) - \$12. CDN
With LED illumination - \$15. CDN



T-Shirts
\$18. CDN



Hats - white or khaki
\$18. CDN



DS in 3D Optical Crystal (2-3/4 x 3-9/16 x 5-7/8")
\$140. CDN (Lighted base - \$30 optional extra).

Also available - three dimensional crystal with 2CV,
H-Van or XM, and smaller crystal sizes:
2 x 2 x 3-1/8" rectangle shape - \$30 CDN
2-3/8 x 3-1/8 x 4-3/4" rectangle - \$100 CDN

Pre-payment required. Shipping charges apply. To order - contact John McCulloch: 905.844.8788 or jmculloch8@cogeco.ca

**CAC Meeting & Bastille Day Celebration
Yorkville Ave. - Toronto
July 14, 2010**



Something About Méhari

by Tom Frost



I bought a Citroën Méhari in January for our farm in rural Uruguay. The only thing slower on the road than Méhari are the horse and carts we see occasionally—I can see it was not a huge leap for the first buyers. I can also hear the French 2CV salesman: “In this ONE car, you get TWO horses and you won’t be able to hear your wife complain!”

So far the Méhari has been a good girl—with the exception that twice she had a problem starting. The first time was at a gas station in front of 6 guys drinking mate’ where we were the only source of entertainment for miles around.

The second time Méhari could not get it going was on the main street in town. She started fine but every time I engaged the clutch she stalled.

Then I remembered that Alberto (the previous owner) had told me there is a little pump handle under the dash. Our conversation about the pump handle went something



like this (in Spanish).

Alberto: There is a something pump under the dash.

Me: A pump? What kind of pump?

Alberto: A something pump. Use it when something happens.

Tom: Use it when? Like once a week?

Alberto: Use it when something happens—sure, once a week if something happens once a week. More if necessary.

Tom: So use the pump once a week.

Alberto. Yes, once a week.

So, I now know that the something pump is a manual fuel pump because when I pumped it, the Méhari started right up. And, I am also guessing I can use it whenever she stalls which will probably be more than just once a week.

At my request, I asked a friend to introduce us to his mechanic, Señor Franchetti. When we met, Señor Franchetti shook his head sadly after hearing what kind of car we had. His 16 year-old son, on the other hand, seemed to think it was a fine choice.



"Bucephale" To Trek Through North America

It is quite a story: In 2003 two french guys started from Paris for a trip around the world in a 2CV. They made it to Saigon where they left the car in a rice field with a local farmer, flew back home and wrote a book. They offered the car to anyone for free who would continue the trip and bring it home. The car's name is "Bucephale", the name of the horse of Alexander the Great.

A few years later another young frenchman read the book and decided to continue the trip. He flew to Vietnam in 2007, found the car (that had been completely under water in a monsoon rain storm)



Heading West in 2010?

Here are a few events happening in California that you may want to fit into your agenda:



Sunday **Oct 10** – Sacramento Valley Citroën Club - **15th Annual and Final Pot-Luck Luncheon** at "Chez Bonfond" – Sacramento, CA. (The Bonfonds are moving to Mexico.) Contact Richard Bonfond: rbonfond@comcast.net or 916.689.3928.

Sunday **Nov 7** – The **Best of France & Italy Car Show** - Woodley Park in Van Nuys, CA. 9am - 4pm. Billed as the Greatest car show on earth for French and Italian cars. (Clearly the organizers have never been to Retromobile or Essen). Always a great turnout of Citroëns! Fly your flag with flair! Enter from Woodley Ave. just south of Victory Blvd. - 1st light west of 405 Fwy. Note that suggested call time for car placement is 7:30am. www.franceanditaly.com

and repaired it. In 2009 he started to continue the trip around the world back to Paris together with a friend.

They have driven through Australia in the Spring where people from the Melbourne Citroën Club had helped them with accommodation and repair. From there they shipped the car to Chile and are now on their way through Central America towards the US and Canada. They plan to cross the border from Mexico into Texas and from there continue either through Nuevo Laredo - New Orleans - Chicago - New York - Montreal. From Montreal they will ship the car to west Africa and continue on to Paris.

Now they are looking for Citroën friends along the route in the US and Canada to meet people and hopefully to be able to get some repairs done to their car as soon as possible.

Drop us a line if you feel you can help!



Niagara Region CAC Outing - July 11, 2010

by George Dyke

Each year the CAC stages a Spring and Fall driving event. Based on favorable feedback from club members, we decided to expand our outings and offer a Summer driving outing. July 11 was the specified date and the Niagara region our destination for a wine tasting and backroad tour.



We met at Nebo Djurdjević's house in Oakville. From there we took scenic Lakeshore Boulevard to Burlington and stayed on the shore road all the way to wine country.

Along the way stopped to purchase peaches and cherries at one of the hundreds of roadside fruit stands and made a stop at a pub along the way for a late lunch. Then we made





Dyana and Nebo Djurdjevic

Victorian manor that was restored in 2000. Built in 1885 in the Queen Anne style by Grimsby architect Frank Hill, the house was recently declared as an historic site under the Ontario Heritage Act for its historical and architectural significance. Dinner was relaxed, upscale and sumptuous.

Every day must come to a close. We ventured back to Oakville along the same route we came. Although heavy thunderstorms drenched many areas of the Niagara region that day, we managed to avoid them and drive on dry roads all the way!



Jeff Teerlinck

This event provided a nice mid-summer venue for Club members to get together, enjoy the summer bounty of Niagara, and take their Citroëns on a leisurely outing. Expect it to be something we'll do annually.



Jeff and Charlie Walter



our way to Calamus, an obscure but delectable winery located in a renovated barn just west of Balls Falls.

We then took a 45 minute drive through some of the beautiful roads of the Jordan Valley region before stopping for dinner at The Kitchen House at Peninsula Ridge.

Located at Peninsula Ridge Estates Winery, the Kitchen house is actually the William D. Kitchen house, a red brick



Fresh Power Looming for DS Restoration

Citroën Car Club member Bill Heacox has started making D-model wiring harnesses for US-import models from 1970-1972. He is calling his San Diego based venture Citronique.



The harnesses have the color-coded multi-pin connectors, color sleeves and even a fuse box. Bill has produced a comprehensive instruction set as well.

If you need one here's his contact info:

Citronique
1074 Larwood Rd,
San Diego, CA 92114
Tel: 619 251-2624



What's New At Mother Corp.

Every two years in July, enthusiasts gather for Le Mans Classic, a vintage sports car event held on the grounds of the 24 Hours of Le Mans. It began in 2002 and runs on the full 13.65 km circuit also used for the annual modern day 24 Hours of Le Mans. This year the full 24 hour Circuit, part of which is public road the rest of the year, was closed for a series of races for cars which have competed at the 24 Hours of Le Mans or for similar cars of the same model. Though generally only cars older than 1979 are allowed to participate, an exception was made for Citroën who chose this event to take it's new Survolt concept car, and give a racing work-out.

The Survolt was driven around the long road circuit by endurance racer Vanina Ickx of Belgium, the daughter of the legendary Jacky Ickx.



Photos courtesy of Citroën



The car ran in full electric form, which is a first in itself. Citroën is currently investigating the viability of 100% electric vehicles, including race cars.

Vanina Ickx admitted the Survolt impressed her, saying "I am very proud to be part of this ground-breaking project. Out on the track, I had a very good feeling of the car. It is a genuine race vehicle. It displayed excellent potential."



Citroën's DS4 is slated for its official unveiling at the Paris Auto Show in October. Production models will be in showrooms early 2011. It is the second model in Citroën's distinctively-styled DS line. The DS4 touts a "new at-the-wheel" experience with unrivalled driving sensations and outstanding agile on-road handling.

Having a raised stance and taut lines, the DS4 is contemporary in its styling, taking on curve accent flanks that seem to be the trend these days.



At the rear, the DS4 features a scalloped bumper with integrated exhaust pipes.

The interior boasts higher-class materials than the regular C4 hatch. Luxury details include the use of chrome dials, leather on the dash and doors, plus aluminium pedals. Buyers will be given the choice of five leather combinations. Top-end models feature hide trim designed to mimic expensive watch bracelets linked together.

All DS4's get a panoramic windshield which extends backwards into the roof line and helps bathe the cabin in light. Also available is a high-end stereo system and front seats with a massage function.

Combining coupé style with 2+2 door practicality, DS4 offers three full-sized rear seats, accessed by rear doors with hidden handles that are integrated into the body's flowing lines. DS4 also boasts a 370-litre trunk, (larger than that of a Volkswagen Golf), door pockets that have been enlarged, and a cooled centre console storage bin is standard.



DS4 comes with a choice of five efficient engines - two HDi diesels and three petrol powerplants - including a new to Citroën 200hp petrol unit. Citroën's new e-HDi drivetrains for example deliver improved fuel economy and lower CO2 emissions.

Citroën claims exceptional versatility and day-to-day practicality within a compact design - 4.27m (l), 1.81m (w) & 1.53m (h).

continued on page 27 ... 

The Great 2CV Rescue Adventure

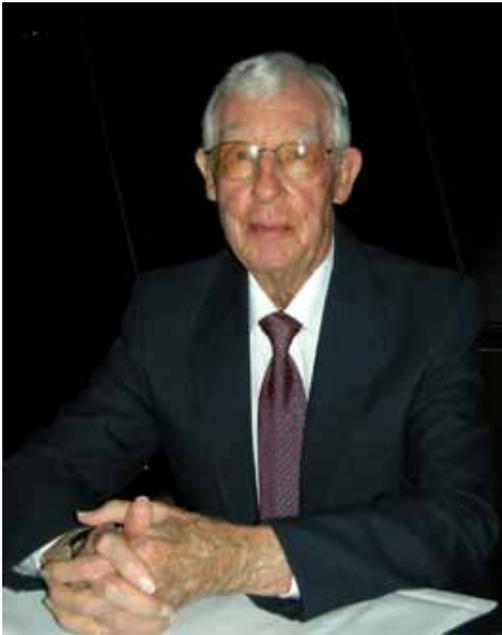
Our classic Club video of October 5, 1996

Now Available on DVD!



*Order your DVD for just \$12.95 CDN
contact George Dyke - tel: 416.498.5904
or e-mail: gdyke@sympatico.ca*

Proceeds go to Citroën Autoclub Canada



Gordon Dyke - In Memoriam

Long standing CAC member Gordon Dyke passed away on September 6, after a lengthy cancer related illness. He was 89 years of age and although he never actually owned a Citroën, Gordon was a great supporter of the Club and a faithful attendee at outings and driving events. He is survived by his wife Ruth to whom he was married for 67 years, his son and current CAC President, George Dyke, and granddaughter (and also CAC member) Elizabeth Voce.

Born on March 20, 1921, in Skelmersdale England, he came to Canada at 11 months and grew up in Montreal. He commenced working for the Bank of Montreal in 1934 and stayed there until 1942 when he served in the Royal Canadian Air Force during WWII. After wartime he went to work managing D'Allaird's women's clothing stores in Halifax, Hamilton, and Toronto. In the early 1960's he returned to Montreal and after a brief stint in the printing industry, commenced working for St. Lawrence Sugar in Montreal in 1964 as Credit Accounts Manager, a position he held until his retirement in 1986. He and Ruth moved from Montreal to Guelph Ontario in 1995 to enjoy retirement, and to be near George and his wife Marijke who lived in Toronto.

Over the years, Gordon's interest in Citroëns stemmed from first seeing them in Montreal in the mid 60's and early 70's. He and George attended car shows there, and in 1972 actually test drove a 1972 DS21 Pallas when looking for a new car to replace Gordon's 1966 Rambler Ambassador. Though he was impressed with the Citroën, pragmatism because of family needs and extensive driving where servicing could be an issue, resulted in him opting for a 1972 Ford LTD Brougham. But that didn't disuade his interest in Citroëns, and ignited a passion within George to ultimately commence collecting them later on. The 1972 Ford rusted

away within 3 years, and Gordon then bought a VW Rabbit, and later Hondas that he and Ruth would drive throughout Eastern Canada and the US at every opportunity possible. They were an extremely active couple, traveling extensively abroad and always getting out to enjoy the outdoors whenever possible.

As passengers in George's Citroëns over the past two decades, he and Ruth attended dozens of events including CCNA meets at Carlisle, PA, Rendezvous (at both Northfield MA and Saratoga Springs NY, ICCCR in Amherst MA, Fall meets in Nashville and many CAC Spring and Fall outings. Over the years they made many friendships in both the CAC and CCofNA and always looked forward to Citroën related activities.

A private memorial service for Gordon will be held in Guelph ON on October 16, 2010. The family have asked that in lieu of flowers, donations be made to the Canadian Cancer Society or a charity of your choosing.



The editors, George Dyke and John McCulloch, are always delighted to have contributions to CITROËNVIE! We are looking for articles on events, cars, people or any other item that you think might be of interest to Citroën fanatics. Please send us a picture or two. We can do the rest.



Coming in our next issue:

John Long's classic and rare 1935 Bowlus Road Chief #149 trailer. Beautifully restored a perfect lightweight mate for his early DS.



Early Traction Infatuation

by Ian Stokes

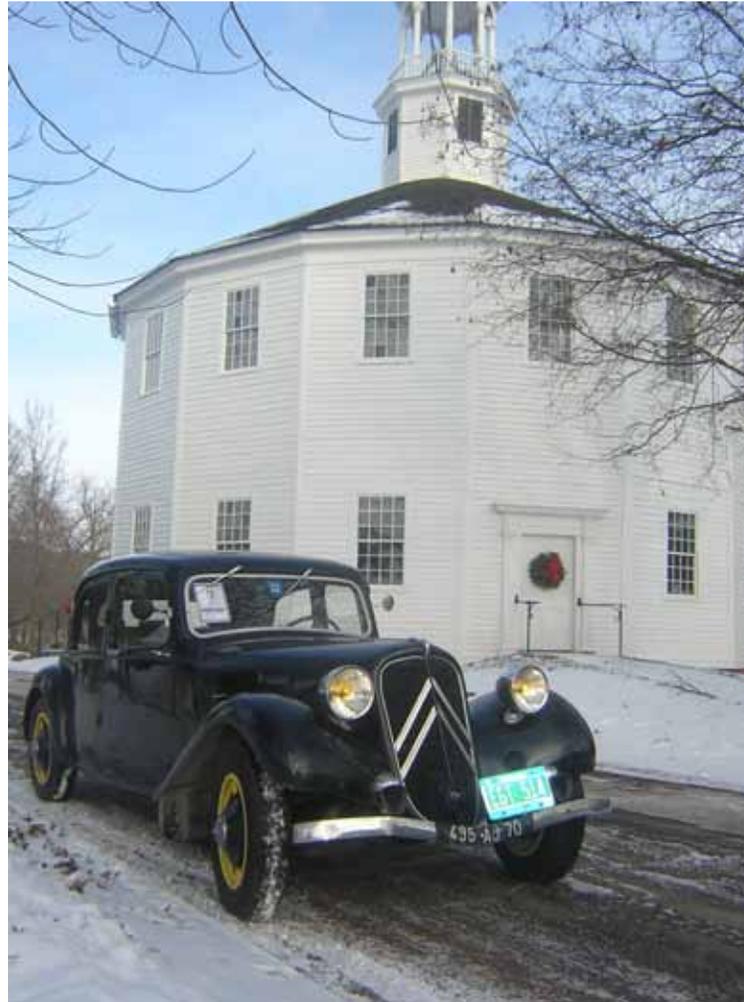
La Traction Avant - who would not become infatuated with the first commercially successful front wheel drive car? And the list of other technical innovations on this 1930's car is dazzling.

But why, five years ago, did I suddenly decide that I would search for one of my own? Having grown up in England, could it have been memories of a 1930s BSA three-wheeler, front-wheel drive car that I'd helped a friend rebuild? Or the 'Light-15' that my teenage neighbours owned and brush painted white (this was the 1960s)? Or was it seeing the amazing DS rise and descend on its suspension? Maybe all of the above.

So I saw a 1936 7C advertised in New Hampshire and made the 3 hour trip from Vermont to take a look. Good news: essentially original everything (including fabrics) and almost no rust. This is a late 1936 model with several improvements (rack and pinion steering and hydraulic dampers, but still the early brake design, alas). Bad news: basically nothing worked and the engine block was cracked.

So the next 18 months produced many challenges and successes. I made numerous tools and parts, even making correct sized rollers for the Spicers. I rewound the fuel gauge metre, replaced most of the original natural rubber, rewired the entire car. However, countless washings of the headliner never produced clean rinses. The eventual outcome: 6000 km in 4 years on the road (less winters), this including three round trips of 430km to Saratoga Springs for the Citroën Rendezvous.

As I tell my somewhat skeptical wife, there are three great reasons to run this car: Overcoming the challenges to keep it running is hugely rewarding; then driving is a blast; most of all, you meet a whole lot of great people you'd never have met otherwise.



By the Round Church in Richmond, Vermont, December 21, 2009 (for the 'Last Hurrah' project).

Among these people, a former owner in the tiny village of Cormoret (CH) who owned the car briefly (it still carries a French registration from nearby Haute Saône) and with whom I spent a delightful afternoon. He told me about the electrical problems (I know!), and the crazy American who insisted on buying it from him, and shipped it to Virginia. He even gave me copies of photos of the car.

You can see more (including those photos, and some nice covered bridges for background) at <http://users.gmavt.net/zimnystokes/traction>



OK Readers It's Time To Get Involved!

Citro-infatuation:



Send us a paragraph or two telling how you fell in love with your Citroën.

It doesn't have to be long, but it does need to be a story that is true and conveys the passion you have for your Citroën.

Send along a photo and we'll do the rest.

Come-on... Inspire others and take on a starring role!



Back to the Future: A Tribute to Citroën

- by Dave Woolley & George Dyke

Part 3: The Sculptor and the 2CV

In our last installment we featured five key people; André Lefebvré, Pierre-Jules Boulanger, Maurice Sainturat, Walter Becchia, and Paul Magés who contributed to the phenomenal engineering achievements of Citroën. During their era, there was one person whose task was to incorporate and encapsulate the engineers' machinery into useful shapes. That man was Flaminio Bertoni.

Bertoni possessed an artistic personality that reminds one of Michelangelo's: an elegant yet solid bridge between art and science, the rational and the spiritual, the architectural and the human. Born in Varese, northern Italy, in 1903, he studied at the Francesco Daverio technical school. Following his great admiration for Leonardo da Vinci and Michelangelo Buonarroti, he practiced art in several locally famous sculptors' workshops while working at the Macchi car body manufacturer where he developed a great passion for cars.

In 1923, thanks to his considerable talent for drawing, he was transferred to the planning department of Macchi Industries where a visiting team of technicians from France invited him to Paris. From then on his life was shared between Italy and France. On April 25th, 1934, his first son, Leonardo, was born and two days later he was hired by André Citroën for his drafting skills.



Flaminio Bertoni



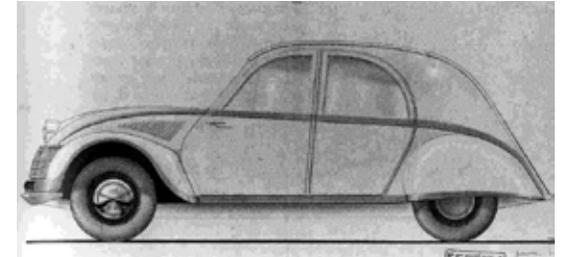
They would soon be put to the test as he was immediately assigned to the FWD project that needed immediate body shape! Realizing that he needed to "feel" the form rather than just draw it, the Traction Avant design was created out of plasticine – the first sculptured design of a car in history.

Originally prototyped with a rope starter and a 9 horse power, 325cc displacement water cooled engine, the show cars had electric starters on 12 horse power engines. A single head lamp, adjusted by the driver to compensate for



Distinctly different sculpted models show Bertoni's design variations of the Traction Avant.

Bertoni soon began work on TPV (2CV) project. It became his minimalist design achievement – the pre-war forerunner of the 2CV. It required grossly simplified body panel design and construction given the



Early 2CV prototype sketch (note the front grill).

limited resources for production post WWII. The two hundred fifty 2CV's heading for the Paris 1939 Auto Show had corrugated aluminum bodies, magnesium alloy suspension components, and a seven torsion bar springing; three for the front, three for the back and a fourth overload torsion bar for the back. The TPV was designed for farm use and farmyard maintenance, although aluminum and manganese repairs were above the ability of service shops. It was introduced after the war with well thought out improvements and consequently racked up a phenomenal world record of production. The post war 2 CV had grossly simplified body panels and suspension components of iron given the limited resources available.



Original TPV prototype.

load affected body tilt and high/low beam needs, was installed. The canvas roof rolled from the top of the windshield to the back bumper.

Another TPV with a pick-up body was used as a "tire test-vehicle" by Michelin.

It was thought that as war broke out all but one of the TPVs was destroyed to keep the ideas from the German invaders. Three earlier prototypes have since been found in 1995, stored in a sealed second story



Tire test TPV pick-up



3 TPVs as found in 1995

V3R, for the ERSA company of Courbevoie, (a suburb of Paris), that remained at the prototype stage until its appearance in 1954 as the Mathis 333.

His last project with Citroën before WWII was the first single platform front wheel drive van, called T.U.B for Traction Utilitaire de type B. It was the forerunner of the more refined H VAN introduced in 1947.

After the declaration of war by Italy in 1940, Bertoni, who had not given up Italian



Bertoni ponders in the Traction Avant design era.

building at Citroën's Bureau d'Etudes.

Bertoni was not designing exclusively for Citroën at the time he started the TPV Project. He was given free reign to exhibiting his paintings and sculptures in Paris galleries. In 1936 he designed a three-wheeled vehicle, called

nationality, was considered an enemy of France. He was arrested on June 11 and while awaiting deportation to the French colonies, German troops poured into Paris and ended the French plans. However that same year a serious motor-bike accident during a service check for Citroën, forced him to stay in a private clinic for over one year and undergo six operations to save his left leg that that as a consequence was three centimetres shorter.



T.U.B. Traction Utilitaire de type B.

During his convalescence period and the balance of WWII, Bertoni honed the TPV design to become the world-famous 2CV, first exhibited in the Salon d'Automobile in Paris in 1948.

With the 2CV's mechanical suspension radically altered from a complex series of torsion bars from the TPV prototypes, the production model used essentially "two coil springs", actually four springs doubled up in two canisters, to produce an uncannily smooth ride over extremely poor roads. The body became corrugated steel, a 12 horsepower air cooled 425cc engine replaced the earlier design and in general, the car became adaptable for general use

and backyard maintenance. Very large wheel movements caused very small movements in the suspension spring allowing much greater suspension flexibility and therefore road contact and riding comfort, an advantage used in the DS design as well. Interaction between front and rear double spring canisters on one side and anti roll bars between sides resulted in the phenomenal road holding: weighted inertial spring stabilizers at each wheel and eventually double acting shock absorbers (spring dampeners) instead of friction dampeners were incorporated.



1947 2CV premiere at the Paris Auto

The faster it is driven the more stable the car becomes because of its suspension geometry. Low operational cost was also key. Feather-footing on economy runs in Europe sponsored by Mobile produced race winners achieving mileages in the upper 80 mpg range with three people on board: a

continued on page 26...



... Back to the Future - Flaminio Bertoni - continued from page 25

driver, co-driver and race steward.

Horsepower increased from 9 at 375cc to 18 at 435 cc and ultimately to 29 at 602cc. Road speed increased from 20 mph at 9hp, to 30 at 12 hp, and 45 at 18 hp to about 80 mph. Disks eventually replaced the front inboard drum brakes. Single universal-jointed half-axes were standard on the least expensive models, often changed out to double jointed half axles by owners as they could afford. The double jointed axles removed steering wheel oscillations in curves.

In 1948 the 2CV cost \$600. In 1970 the "Ami" derivative station wagon cost \$1,800 in Virginia. Over ten million 2CV's and derivatives were built around the world before the last plant closed in Spain in 1990. The 2CV was Citroën's crowning achievement in engineering minimalism.

In 1955 Bertoni's masterpiece, the DS19, promoted him to the status of one of the world's most prominent designers. The DS, like the Traction Avant, was an all encompassing design. His inspiration sometimes produced immediate results such as the design and molds for the DS futuristic dashboard created over a weekend, and the signature recessed rear window finishing off the D's unique style just 30 days prior to its introduction. Other efforts took longer; the DS evolved in the design studio over a number of years.

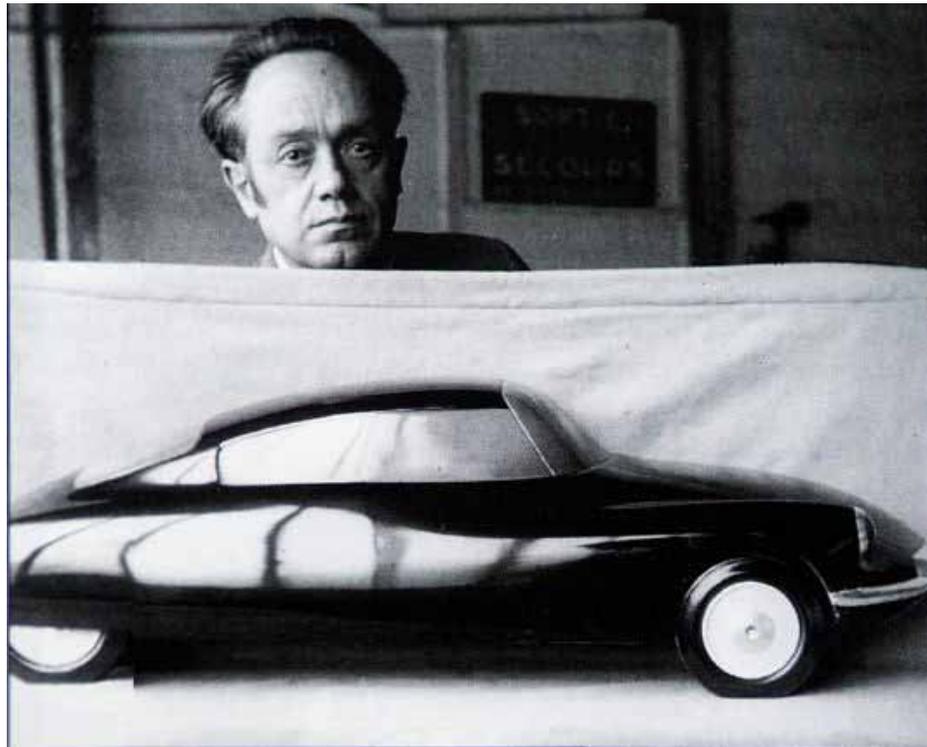
As if his two careers were not enough, in 1956 Flaminio Bertoni the architect invented a new system of building family houses that led to the construction of 1,000 houses in 100 days in Saint Louis in the USA. Flaminio Bertoni's last full car design was the 1961 "Ami 6". In that year he was named "Master of the Order of Arts and Letters" by André Malraux the French Minister of Culture. He died three years later in 1964 leaving his front end restyle of the D for Robert Opron to complete.

Leonardo Bertoni is keeping his father's flame alive with much devotion, having created the "Flaminio Bertoni Museum" in his native region of Varese in Italy.

The address is:
Via Valverde
21100 Varese / Italy
tel. +39 0332 252515



1955 DS launch at the Paris Auto Show



Website: <http://expo-bertoni.com/exhibitions-around-flaminio-bertoni/museum-flaminio-bertoni-varese-italy/>

In our next installment of Back to the Future, we will look in greater detail at Citroën's most technically advanced automotive design produced in the mid 20th century; - the landmark DS.

Flaminio Bertoni displays an early sculpted model of the DS. The front end and lower sides appear to be well defined.





Also premiering at the Paris Auto Show, Citroën's Lacoste concept is a collaboration with the Lacoste apparel company.

It's about the size of Citroën's current C1 - just 3.45m long, 1.80m wide, and 1.52m high with a wheelbase of 2.30m. Power is provided by a

three-cylinder petrol engine, with power specifications yet to be released.

Weird features on this one (aside from the shape) include a T-shaped roof that covers the passengers using auto-inflatable panels on each side to form a soft-top.



The dashboard display for such things as speed and directional messages is in the form of oversized pixels, reminding, as Citroën says, of the very first video games.



Another Traction Avant Safety Feature

On July 13, CAC member David Innes wrote us from Sudbury:

Guess what happened this morning?

The round patch in front of the driver did not shatter like the rest. It seems to have been treated differently as I could see a circle in it with my sunglasses but not on the rest of the windshield.



CITROËNVIE co-editor George Dyke responded:

Dave, I have noticed that circle on the windshield of my 15-6. Now I know what its purpose is! I guess that was is one of the first instances of laminating, and they didn't have the technology (yet) to prevent a greater area from shattering. At least Citroën was clever enough to use a different (maybe 2nd) layer of plastic in front of the driver! Quite amazing actually. Sorry to hear that you had to find out first hand though!!

- George



Surf'n Cits

by George Dyke

If you are online and up for a little web-surfing, here is our continuing profile guide to the best of classic (and current) Citroën websites. Note that we are only printing our latest website profiles here. You can find a complete listing of previously featured sites (with active links) at http://web.me.com/gdyke1/Citroen_Autoclub_Canada/Links.html

Citroën web-surfing couldn't be easier! Want to find original paint colours? The history of a particular Citroën model? Wondering how to fix a Citroën or looking to take preventative maintenance? Look to our online profile guide as a comprehensive resource list containing the best information you are likely to find outside of original (printed) documentation. You will also find links to Citroën event sites and other clubs around the world. Experience how other Citroën lovers celebrate the marque with get-togethers, rallies and virtually anything else Citroënesque.

Feature URL's:

<http://www.ina.fr/politique/presidents-de-la-republique/video/CAC95030024/chirac-a-l-arc-de-triomphe.fr.html>



Here's an historic video clip of French president Jacques Chirac making his first trip in the Presidential SM to the memorial event for the unknown soldier on the Champs-Élysées.

<http://www.youtube.com/watch?v=kYkVtz6ozJE>



There's a Citroën CX in this video (for a second), but more importantly this funky 70's French video of Grace Jones' "La Vie en Rose" has a soul and emotion that is mesmerizing! Forget that Grace is scary, even by comparison to current femme fatale divas like Lady GaGa. Grace was the original. Crank up the volume next time you are in the garage working on your Citroën!

<http://www.le-camion.nl/>



We often overlook the lowly H-Van, but not in this issue! Here's a site by IJf de Jong of The Netherlands. It's called "Citroën HY-vereniging le-Camion" and it is one of the biggest fan Clubs for the boxy time-warp wonder!

http://www.youtube.com/watch?v=jU70ekyF25E&feature=player_embedded



Citroën was very cautious letting anyone film in their 2CV manufacturing plants. In Paris it was because of the arcane factory conditions. Later on it was because the car itself was ancient. and the assembly process primitive compared to modern robotics. But during 1990, the last year of production, Citroën let the whole process be documented at their plant in Portugal. And here it is...

http://www.youtube.com/watch?v=DEpA_rZxhK8

Bill Mayo from Yucaipa, CA sent us link to this UK show that features a 5 part youtube video about a DS they bought from France and sold in the UK after a bit of refurbishment. Apparently that is the purpose of the show but I've only watched the DS one (so far).



Or, search for wheeler dealers citroen ds, generic033 <<http://www.youtube.com/user/generic033>> has the whole series for the DS. Fun stuff. Makes us weep that parts are so easy to get 'over there' compared to here.

<http://snail.s4.bizhat.com/snail-ftopic1088-0-asc-45.html>

This site has an interesting display of 2CV derivatives. Scroll the page and you'll see an interesting custom built 2CV pick-up with back fenders that seem to be detached.



<http://photocarsonline.com/blog/2008/06/09/citroen-2cv-concept/>



Italian designer Paolo Martin has put forth a proposal that combines the essence of the retromobile with 2CV aesthetics and modern technology. Paolo Martin describes his concept as "a reinterpretation of an unattractive yet brilliant vehicle", made "in total freedom and without external influences."



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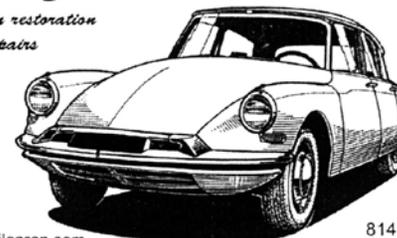
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Wanted:

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A Little More About Méhari

by Tom Frost

Méhari has the same 602cc motor that “powers” the Citroën 2CV. The Méhari was in production from 1968 to 1988 and a total of 144,000 were sold. It was imported into the US in 1969 and 1970 with a unique US model front end that had round sealed beam headlights mounted higher so they protruded into the hood. Only 214 were sold in the US despite the fact they upgraded the US version to include 2 speed wipers.

The Méhari suspension is identical to that of the 2CV, utilizing lineal springs that run from front to back, one on each side, and inertia dampers (weights mounted on a coil spring and contained in a cannister) on each wheel. The hood is held on the front edge by two hinges (leather belts) and two security straps (rubber bands) at the side near the windshield. So much of this car looks hokey until you realize it utilizes the utmost in simple design so even someone like me can understand it and attempt to fix it.

If I keep it under 50 km/hr I can almost enjoy the ride. The scream of the engine, the rattling of the body and the flapping of the tarp roof is quiet enough that we need only to mildly raise our voices to converse. To know I am going 50 km/hr the speedometer has to be working, which it does with a slap on the top of the dash. The dash has few components:

Speedometer – mentioned above

Fuel Gauge – Vacillates wildly between empty and full. (This approximates my feelings about Méhari.)

Green light – This alerts me that the turn signal is on. The turn signal does not automatically turn off so despite having a big flashing green light on the dash I generally appear to be just about to make a turn most of the time.

Red light – To let you know that the belt driven off the main crankshaft pulley in not turning the alternator.

On/Off switch – For the single speed windshield wipers. This works! :)

Rubber push button switch – For the windshield washer fluid motor. (Mine doesn't work, so I pretend it shoots rockets out the back).

Heater pull. When pulled out, this diverts warm exhaust fumes into the car. When pushed in, it diverts warm exhaust fumes out holes in the front wheel wells so they have to come in through the side windows.

The headlights and running lights are controlled by a 4 column stalk. The bad thing is that it is easy to leave the lights on because there is nothing to alert you that they are on. Though it is a requirement to drive with your lights on I am not going to because I will never remember to turn them off—besides I am pretty sure that people hear us coming anyway. 

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CITROËN GALLERY

*Could Eileen Books (who turned three
on July 2nd) be the youngest
Citroën mechanic ever?*

*She certainly seems to have the knack for
it given the pictures that Penny Innes
took of her granddaughter helping
to re-install the grill on Dave
Innes' (Penny's husband's)
Traction Avant.*

