

# CITROËNVIE!

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

**2011 No. 3**

Price: \$7.50 CDN  
\$7.50 US

## **Feature Report: Rendezvous 2011**

- **Ottawa Club Annual Meeting**
- **DS Exhaust Flex Solution**
- **Keeping Traction Level**

- **Citroën Debuts Tubik**
- **CAC Summer Pool Party**
- **Bastille Day Celebrations**



## International Citroën Club Events:

- Nov 4 - 6 '11 - Le salon Epoqu'Auto. Lyon, France.  
<http://www.epoquauto.com/>
- Feb. 01 - 05, '12 - Retromobile 2012 - Paris Expo Porte de Versailles
- June (day TBD) '12 - Le Mans Classic 2012 - Le Mans, France
- July 18-22, '12 - Finnish 2CV Guild - International 50th Anniversary Meeting. (Location TBD)
- Aug. 2.-5. '12 - International HY Meeting in Zeewolde/NL.  
<http://www.typehinternational.com/>
- Aug 9 - 12 '12 - 15th ICCCR - Yorkshire Event Centre, Railway Road, Harrogate HG2 8QZ <http://www.icccr2012.org.uk>
- July 31 - Aug. 4 '13 - 20th International Meeting of 2CV Friends - Banyoles, Spain.  
Website: <http://2cvspain2013.com>

### About Citroën Autoclub Canada

Citroën is a French auto maker that began producing cars in 1919 and continues to do so today. Some of its 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 the early 1970's, when Citroën last sold cars here. Now with more than 100 members and over 1000 CITROËNVIE subscribers, we work to keep our cars on the road and promote them to folks in our community that have fond memories of them or are mesmerized seeing one for the first time.

## 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 24 '11 - 9:30 am - CAC Fall Outing - Day trip to Warkworth & Lake Scugog area. - (RSVP with George Dyke.) Note that Sept. 25th is rain day.
- Oct. 12 '11 - 7 pm - Monthly Club meeting (indoors) at the Granite Brewery, on the southeast corner of Mt. Pleasant & Eglinton Ave. Toronto.
- Nov. 9 '11 - 7 pm - Monthly Club meeting (indoors) at the Granite Brewery, on the southeast corner of Mt. Pleasant & Eglinton Ave. Toronto.
- Nov. 20 '11 - 1 pm - CAC Planning Meeting for 2012 (Club event) at George Dyke's house. (Please RSVP with George.)
- Dec. 3 '11 - 11 am - CAC Christmas Party (Club event) - at the Granite Brewery, on the southeast corner of Mt. Pleasant & Eglinton Ave. Toronto. (RSVP with George Dyke.)
- Dec. 14 '11 - 7 pm - Monthly Club meeting (indoors) at the Granite Brewery, on the southeast corner of Mt. Pleasant & Eglinton Ave. Toronto.

Cover: *Roland Voegele marvels at the astounding geography of Zion National Park - Utah*  
Photo by George Dyke

## Message from the CAC Prez



George Dyke

This issue of CITROËNVIE continues to reflect the diversity and enthusiasm there is in North America to enjoy the experience of Citroën ownership. It's also one I've really had to make the effort to complete because it's been an incredibly busy time.

In May, Roland Voegele and I travelled across the USA, each driving our own 2CV. We went from Toronto, to Detroit, onto Denver, then stopped in San Francisco, Los Angeles, Las Vegas, Santa Fe, Austin, and New Orleans. And not direct route driving. We took lots of side trips and interesting routes such as the original Pony Express Route

36 across the midwest. We went through Zion, Bryce Canyon, Capitol Reef, Grand Canyon, National Monument and Carlsbad Caverns National Parks. Overall I racked up more than 14,500 kms in 29 days. Roland did even more. He was able to take another week and continue onto Florida and then up the east coast to meet up at Rendezvous in Saratoga Springs, New York. (I had to head back to Toronto and prepare a few things for our CITROËNVIE vendor booth at Rendezvous, and a special tribute we organized for John Mazmanian. More about that in a moment.) Roland managed more than 20,000 kms in his 2CV!

Yes, there were a few mechanical problems we encountered along the way, but that gave us the opportunity to meet old friends and make new acquaintances that we never would have discovered if not for being spontaneous and inventive. Roland managed to have the fan pulley break on his 2CV near Savannah, Georgia. He found a small shop with a colorful guy wielding a spot welder who managed to tack it back together long enough to make it to New York. I had an engine issue in Lake Tahoe that was unforeseen. It died as I was driving by Lake Tahoe leaving me stranded on the side of the road right where the Godfather II movie scene where Freddie gets shot was filmed. Fortunately, Lake Tahoe is about 115 miles from Sacramento and I gave Richard Bonfond a call. He was just unloading a D-wagon that was giving him trouble on a weekend outing to Reno. Richard suggested that we get the 2CV over to him to give the car a look and determine the extent of the problem. Turned out that one of the two gear disks on the crankshaft that drives the pushrods had given up the ghost, breaking apart and rendering the engine useless. (That wasn't related to the type of driving we were doing. I spoke about this with Axel Kaliske and he confirmed that it can go anytime. In fact, it has happened to him. According to Axel, the 2CV engine is vulnerable in two areas; the front oil seal bearing that can become scored and grind away, and the gear disks on the crankshaft.) In my case, with the gear shattered, we didn't know if the metal fragments from it

may have damaged the engine. We decided to call Miles Potter at Western Hemispheres in Santa Cruz and see if they had a complete engine in stock. Luckily they did and Miles shipped it to us next day. Within 48 hours I was back on the road, running with a "new" engine. Not that I enjoyed breaking down, but it gave me a chance to see Richard and his wife Lynne again, spend some time socially and see Richard's amazing DS21 that he has been invited to show at the Carmel Concours Auto Show this summer. And in the long run I got a repair done by Richard who knows 2CVs inside out and for less than the cost I would have incurred if I had to ship the new engine to Canada. All in all the 2CV tour of the USA was fantastic. Awesome geographical changes, varied roads that were incredible to drive, and people that were quite in awe that we were doing it in such odd looking little cars.

I had to head back to Toronto from New Orleans as my trip to Rendezvous involved driving John Mazmanian's Citroën Visa as a special tribute to his unfortunate passing back in January. We got permission from Maz's family and arranged with Robert Monteleone and Kim Walter to display Maz's Visa at Rendezvous, parking it in a special section of the show field. (More about that in my Rendezvous article on page 26).

While I drove Maz's Visa to Saratoga Springs, Jim Sciberas drove my AMI 6 since I really wanted it there to for the "50 years of the AMI" celebration and Jim preferred the awesome power of the AMI 602cc engine to his 425 cc 2CV.

No sooner had I returned from Rendezvous than Marijke and I were off to Italy and France for a month. Colin Craythorne (you may remember him from a cross-Canada trip he made last year in a 2CV) asked if I would like to drive a 2CV he has in Loro Piceno Italy (near Ancona on the east coast) to the Friends of the 2CV Meeting in Salbris France. How could I resist? We took a leisurely 3 week trip on some of the most scenic shoreline and backroads both countries have to offer, and in the process travelled another 5,000 kms in a 2CV. The Salbris meet proved to be a 2CV mecca. 7,034 vehicles attended. (See the charts on page 5 and 6 showing Salbris attendance breakdown by model and by country.) There were probably 20,000 2CV fanatics, all in a small town about 150 KM south of Paris. We met up with Bob and Rita LaRouche. (Colin had made arrangements with them to drive his car back to Italy because he was only able to attend the event on the weekend and was coming there from an appointment in London and going back to Italy with another friend in his 2CV.) We lined up early in the morning in Salbris to get into event. Turned out that we weren't the only ones. The streets of the village were clogged with over 1,000 2CV's in a spider web pattern as we converged to the pre-registration field that served as a holding area to the venue itself. That was nothing! There was a line up behind us going out of town that was over 14 kms long. 2CVs, Amis, Dynanes, Meharis as well as H-van campers and a smattering of DSs and CXs all trying to get into the event. As we converged near the entrance, two cars behind us were Axel Kaliske and Ursula Walter in their 2CV that they drove

*continued on page 4...*



from Germany (interestingly fitted with a USA Washington state license plate). As we were herded on the holding field, our friends Quentin Renaud and Tristan Villemain, who visited us in Toronto with Bucephale, the 2CV they drove from Cambodia to Paris, pulled up along side us. And Martin Gambony from the USA appeared in a brand new C3 that he rented at the Paris airport.

The Salbris meet organizers made an impressive effort to stage the event. Sure it had it's foibles because of the sheer number of attendees; (Some in the registration line up were there for 2 days and those who were camping were eventually stuffed into meadows where cows had tread a few days before. We played it safe and made arrangements a year ago for hotel accommodations in a village about 8 km west of the event), but overall if you just took a laid back attitude and enjoyed the moment, it was a very surreal experience. Citroën themselves were very supportive of the event. With a budget that must have approached 900,000.00 euro, organisers set out a phenomenal museum display in a building the size of two tennis courts by providing all four of the original TPV's (the original 2CV prototypes, the last 2Cv built in Paris, notable 2CV rally cars and a 1949 2CV that is reputed to be the oldest surviving production model. They also dug deep in their historical artifacts to show the various iterations, manifolds, even headlights they developed for the prototypes. (In 1935 they made a special headlight with a plastic lens to save weight!) The 2CV clubs complemented this with a massive display of every configuration of production items for the 2CV; engines, suspension variances, headlights, taillights, seats, brakes, fuel pumps, you name it, it was all there for people to reference. And there was elaborate documentation and a display with virtually every scale model of a 2CV that has ever been produced. One of the organizers, Didier Magne, who drove a 2CV in the Paris to Persepolis, Iran rally in 1971, gave us a personal tour of the Museum exhibits. Truly a Herculean effort that would be applauded for a permanent display let alone one that was only operating for 3 days at the meet!

I wasn't able to stay until the end of the meet in Salbris because I was given a rare opportunity to have an afternoon of unfettered access to The Conservatoire at Aulnay-sous-Bois just outside of Paris. What a soulful privilege it was to walk among the prototypes, concepts and preserved production models of Citroën's automotive heritage.

All of these events have contributed to a 3 month intense Citroën experience that has impressed upon me the value of enjoying these classics that we are so fortunate to have. If you don't make the effort to get out and drive them, and attend Citroën events, well you are missing a part of life that most would be envious to enjoy at any cost. We are so privileged to be able to do this now, in what I consider to be the golden age of motoring.

We'd love to bring you full details of all of this in CITROËNVIE, but with 36 pages that we must conform to because we also print the publication, cramming all that in simply isn't possible. Maybe we should be all web/iCloud based, but that too is something we will update you on at some future point. So within this issue we give you the highlights of these events and if you would like more details we have photo galleries and trip diaries that you can access online. Just go to: [http://www.citroenvie.com/Citroen\\_Autoclub\\_Canada/Other\\_Events.html](http://www.citroenvie.com/Citroen_Autoclub_Canada/Other_Events.html)

Enjoy the autumn!

- George Dyke



 <b>19th World Meeting of Friends of the 2CV Salbris 2011</b>					
N		Country	Pre-registered	Non Pre-registered	Total
1	DZ	<b>Algérie</b>	4		<b>4</b>
2	D	<b>Allemagne</b>	527	214	<b>741</b>
3	ANG	<b>Angola</b>		1	<b>1</b>
4	AUS	<b>Australie</b>	19	6	<b>25</b>
5	A	<b>Autriche</b>	94	18	<b>112</b>
6	B	<b>Belgique</b>	252	71	<b>323</b>
7	BRE	<b>Brésil</b>	1		<b>1</b>
8	BG	<b>Bulgarie</b>		1	<b>1</b>
9	BF	<b>Burkina faso</b>	2		<b>2</b>
10	CDN	<b>Canada</b>	4		<b>4</b>
11	HR	<b>Croatie</b>	8	9	<b>17</b>
12	DK	<b>Danemark</b>	29	15	<b>44</b>
13	E	<b>Espagne</b>	81	46	<b>127</b>
14	USA	<b>Etats-Unis</b>	8	3	<b>11</b>
15	FIN	<b>Finlande</b>	58	41	<b>99</b>
16	F	<b>France</b>	3130	604	<b>3734</b>
17	GH	<b>Ghana</b>	2		<b>2</b>
18	GB/UK	<b>Grande Bretagne</b>	314	39	<b>353</b>
19	GR	<b>Grèce</b>	8	10	<b>18</b>
20	H	<b>Hongrie</b>	15	6	<b>21</b>
21	IRL	<b>Irlande</b>	3	1	<b>4</b>
22	I	<b>Italie</b>	100	86	<b>186</b>
23	J	<b>Japon</b>	2		<b>2</b>
24	L	<b>Luxembourg</b>	13	4	<b>17</b>
25	MAC	<b>Maroc</b>	1		<b>1</b>
26	RN	<b>Niger</b>	3		<b>3</b>
27	N	<b>Norvège</b>	37	4	<b>41</b>
28	NZ	<b>Nouvelle Zélande</b>	3		<b>3</b>
29	NL	<b>Pays Bas</b>	358	198	<b>556</b>
30	PL	<b>Pologne</b>	17	9	<b>26</b>
31	P	<b>Portugal</b>	64	20	<b>84</b>
32	SRB	<b>République de Serbie</b>	2	3	<b>5</b>
33	CZ	<b>République Tchèque</b>	55	12	<b>67</b>
34	SRM	<b>San Marin</b>	1		<b>1</b>
35	SK	<b>Slovaquie</b>	3	2	<b>5</b>
36	SLO	<b>Slovenie</b>	47	44	<b>91</b>
37	S	<b>Suède</b>	66	14	<b>80</b>
38	CH	<b>Suisse</b>	122	81	<b>203</b>
39	THA	<b>Thaïlande</b>	1		<b>1</b>
	IND	<b>Z_Indeterminé</b>	1	19	<b>20</b>
		<b>TOTAL</b>	<b>5455</b>	<b>1581</b>	<b>7036</b>



## 19th World Meeting of Friends of the 2CV

July 26 - 31 - Salbris, France

Total Registrations: 7036

### Registrations by Vehicle Type

		Number		
1.	A - 2cv AU - AZU - 250	119		
2.	B - 2 cv AK350 - AK 400	233		
3.	C - 2cv berline 49-59	212		
4.	D - 2cv berline 60-69	414		
5.	E - 2cv berline 70-90	4213		
6.	F - 2cv Autre type A	93		
7.	G - Ami 6	107		
8.	H - Ami 8	179		
9.	I - Dyane	337		
10.	J - Acadiane	277		
11.	K - Méhari	172		
12.	L - Pickup	8		
13.	M - Type H	190		
14.	N - Autre Citroën < 90	157		
15.	O - Autre Citroën > 90	166		
16.	Y - Autre marque et camping-car	159		
<b>TOTAL GENERAL</b>	<b>TOTAL Vehicules</b>	<b>7036</b>		

## Finnish 2CV Guild - International 50th Anniversary Meeting



The Finnish 2CV Guild, founded in 1962, has approximately 1100 members today. They are one of the oldest existing 2CV-based clubs in the world and very proud of starting the successful tradition of 2CV world meetings back in 1975. (They also hosted the 10th one in 1993.)

The Finnish 2CV Guild is planning for the event to be held on July 18-22, 2012. The location is yet to be announced. Contact them at:  
 email: [fin2cv@2cv.fi](mailto:fin2cv@2cv.fi)  
<http://amicale-Citroën.de/2011/finnish-2cv-guild-50-years-in-2012-welcome-back-to-finland/>



## Information with Elegance



[www.citroenautoclub.ca](http://www.citroenautoclub.ca)



## Looking for Some Indoor Citroën Driving this Winter?

Model car manufacturer "Saint Hubert 92" (based in Gennevilliers near Paris) is offering a Citroën DS 19 slot car set based on Norev miniatures in 1:43 scale. Slot cars are also available in: Traction Avant 15 Six, Peugeot 203, Peugeot 403, Renault 4CV, Renault Dauphine. They are a little pricy though at 599,99 €.

Check out their website for this and many other interesting miniature car transformations: <http://www.sthubert92.com/magasin3/index.html>



Limited number of CAC lapel pins still available (Choice of DS, SM, 2CV or TAV) \$3.00 ea., Set of 4 - \$10.00

## Sure, Blame Citroën...

In a BBC book review of Turkish Nobel laureate Orhan Pamuk's first novel, "Cevdet and His Sons," the article contained this dramatic image.

Not actually part of the book, the reason for the image being featured is that when the BBC needs to visually illustrate and they have no photographs available, they send the appropriate editor to the archives to look for a picture that might fit the topic. This photograph was titled; The modernization of Turkey - which in Pamuk's novel sates it was accomplished with a number of teething problems.



The picture was intended to show that horse-drawn carts were then superior to cars on the bad roads of Anatolia. We're not sure where the photo was actually taken, but back end damage is evident. Perhaps from a rear end impact that forced it off the road? Thanks to the Traction's all-steel monocoque body - it looks like it has probably not sustained any major damage and can be put back on the road. And since the people around it are laughing we can only hope they were the ones inside, elated that they were riding in such a safe and well designed vehicle.



## Citroën Mini CV2

Red Baron's Antiques held its annual Summer Extravaganza Auction on July 16-17 in Atlanta, GA. One item on the block was a 1981 Citroën Mini CV2 combination car and motorcycle.

The vehicle can be driven from one side as a car or the other side as a motorcycle.

We have been trying to find the price that it sold for, but it appears it was taken off the auction list prior to the event.



Does anyone have further information about it?

## Redesigned D-Model Exhaust Flex-Pipe Should End Frequent Failures

by Ken Betsh

For those who have found the most often replaced part of a D-model other than oil filters, spark plugs, and ignition points to be the flexible pipe between the exhaust manifold and the muffler, the availability of a redesigned replacement shown here will be welcomed news. The spiral center section of the old design soon loses its ability to flex as the engine moves on its mounts with respect to the body mounted muffler. The resulting stress usually causes an opening to develop where the spiral part joins one of the solid tubular end pieces. In one reported case, the stress caused a premature muffler failure.

When my last flex-pipe of the old spiral designed failed three years ago (and before the new design was available), the French born mechanic who does all the repairs on my car I don't do myself suggested adapting a different style of flexible exhaust coupling that he said was used on almost all other cars. He even had one on hand that matched the Citroën pipe size. It had greater flexibility than any Citroën flex pipe I had ever installed and he said he never saw one lose that flexibility. Being shorter than the original part, he had to weld on a short length of stainless steel pipe to one end. Today it still looks like and works just as it was installed.

Left - Replacement flex pipe available from Citroën parts suppliers.

Right - Replacement flex pipe fitted by Ken Betsh's mechanic.

For those replacing a flex pipe (with either the new or original replacement type), my very helpful Citroën parts supplier in Pennsylvania urges the following: (1) Always reinstall the original type front flex pipe clamp, which is also a hanger. This supports the bottom of the down pipe, and prevents tension being placed on the exhaust manifold. Failing to have this support at the bottom does lead to cracked exhaust manifolds. (2)

Always use a flat band

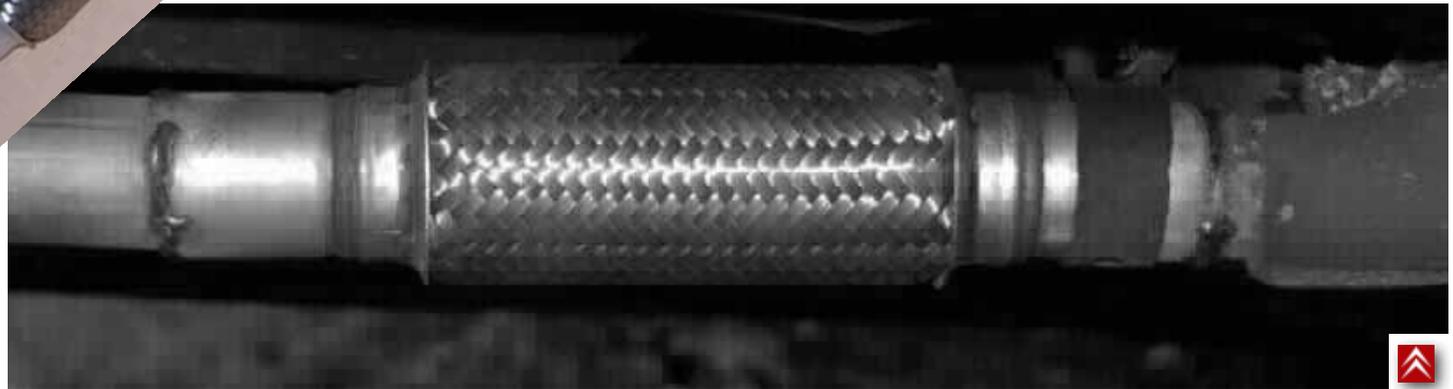
type clamp on the front of the muffler like that originally used by Citroën. This holds things in place well, and does not crimp the metal on the muffler or flex pipe. Using a universal "saddle" type clamp with the round metal rod that tightens will usually crimp the metal and make it impossible to take apart again without damage.

In changing a flex pipe, it's essential to be as gentle on the muffler as possible especially if it has quite a bit of age. It's mounted on rubber bushings that can be torn loose. Moving it very far on the end where the flex pipe attaches can put stress on the coupling to the twin exhaust pipes on the other end resulting in a new exhaust leakage problem and possible need to replace the muffler.

Experienced do it yourself Citroën owners never trust the suspension system even with the tire changing prop when working under the car. The only safe way, even with a car that's far from being a "rust bucket," is to place four solid wooden blocks under the lift points to the rear of the front wheels and to the front of the rear wheels.



Closeup showing detail of replacement part.



## The Traction from the Black Lagoon

by L. Lewis

### Is this guy on the level or what? dept.

Does your Traction look a little lopsided these days? Tires wearing funny? Alignment ain't right? No laughing matter, is it? What's this screw of mystery near the rear wheels? It's the answer to your maiden prayers, that's what! This is the adjusting rod that sets the height of the rear suspension and it's actually fairly easy to do once all the years of crud have been removed. You will need a level surface, a good hydraulic floor jack, a block of wood, a tape measure, a 23 mm wrench, a drift, a small chisel, maybe a torch and a five-pound hammer.

My 11B has always sat low on the right rear side and I never was sure what to do about it. The Light 15 has sat up high since it was in Africa. I liked the way it looked but it rode like a Jeep and I think it was causing undue stress to the body as you don't get the full travel of the suspension when it sits like that. The adjusting rod that you see in the photo is actually the left



rear of the 11B but that's what the other side looked like after years of use with undercoating and so forth crusting it. The easiest method is to remove the rod entirely before you try to wrench on it. Jack the car up in the centre of the sill just below the door post and use the block of wood to avoid damage to your loved one. I tried adjusting the 11B's rear but did not know that the weight of the car has to be totally off the ground. I have since found out that the weight must be off the wheels to affect an adjustment.

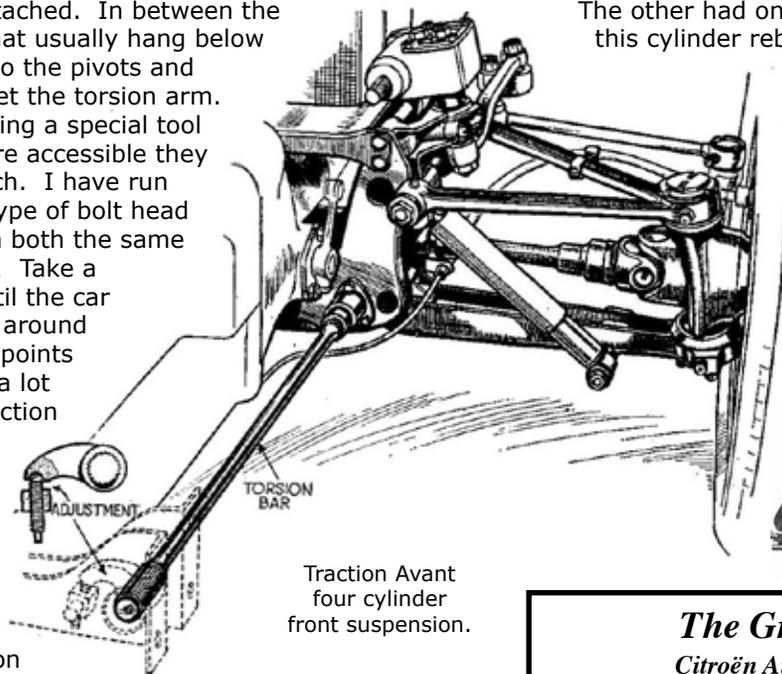
Since my driveway isn't exactly level I took my tools and whatnot over to the parking lot outside the apartment building where I store my cars because it's about the only level playing field around outside of a drive-on lift which I don't have. First measure the height on each side of the car using either the top of the wheel arch or the bottom of the sill or the rear door handle, what have you but just take the measurement at the same place on each side. If the left side looks good take a measurement and adjust the other side to match. Now look at the rod- there is a large nut, (likely with rounded wrench flats) and the trunnion pin that holds it to the rear trailing arm fixture. The pin is held on with two clips; these can be taken off with a hammer and chisel. Don't lose them! The pin can be knocked out using a drift and probably some heat. Then pry the rod downward and it will fall out of the arm and the pivot block and then clean the whole thing up on a wire wheel. Remove the nut from the rod and clean it up and grind the wrench flats smooth and then put it back on the rod using some oil.

Here's the fun part. After being in place all these years, it's best to free up the suspension. With the rod removed, quickly lower the jack so that the car drops on the ground. You should hear a loud CRACK! The car will drop as low as that D we saw a few years ago. Jack the car back up and replace the rod. Turn the nut until the car is at the correct height. Do this one turn of



the nut at a time and lower the car quickly each time. The nut will become difficult to turn and when that happens, beat on the pivot block bracket with the hammer and it will turn easily. When both sides match in height, you've done it! On my Light 15, which has always sat high since I've owned it, the left side would not drop down no matter how much beating I gave it. I took the adjusting rod out and drove the car the length of my driveway. I heard the crack and it dropped like a stone and it was easily set after that.

The front is easily done. Crawl under the car with the weight suspended on jack stands because you have to get right under it. At the rear you don't need to get under. Towards the rear of the engine bay are the ends of the torsion bars with their stop arms attached. In between the two cross-bars will be two screws that usually hang below the bars; these are pins screwed into the pivots and have a rounded end where they meet the torsion arm. You are supposed to adjust them using a special tool but since on both of my cars they are accessible they can be turned with a crescent wrench. I have run into cars where it's a conventional type of bolt head so a socket can be used. Turn them both the same amount and let the car drop quickly. Take a measurement and do it all again until the car sits the way it should. Next drive it around and take a measurement at all four points and re-adjust if needed. There are a lot of lock nuts and lock plates on a Traction but not in this case. The rear nuts or front pins will stay wherever you've adjusted them. That's it!



Traction Avant  
four cylinder  
front suspension.

### The proper tool for the proper job as they say dept.

For removing a front brake drum I've always used an Owatonna 30-ton gear puller that I borrowed from a place where I used to work almost 20 years ago. It took about 15 minutes to connect it to the drum and it did work but it was a pain to use. It had to weigh about 10 pounds and consisted of a bearing splitter (often called a clamshell) that would clamp to the collar of the brake drum along with two rods that screwed into same with a puller screw and a long heavy crossbar. I'd reef on it and beat on it to the point that the puller screw would have to be taken to a machine shop to have the wrench flats restored after mashing the crap out of it with a sledge hammer. Heat from a Mapp gas torch was essential and sometimes I would have to call up a local welding company to bring over the oxy-acetylene outfit to apply some real heat. The drum would come off usually. It wouldn't move last year when I tried to fix a brake problem with the Light 15. I broke the gear puller and bent the bearing splitter! Fun on a bun! Do I tighten it or what? A recent eBay purchase from Jerry Hathaway of a proper Traction 11 brake drum puller has led to very little exertion

with sweetness and light and where have you been all my life? I called John Gillard in London and asked him if they really had to be torqued to 268 foot-pounds and he said that 150 is fine so that's what I went with. I did tighten them a bit more to make the nuts line up with the cotter pin holes but so far it's looking good. I really ought to return the puller I borrowed. Next week for sure.

### He doesn't stop talking about that Gillard guy, does he? dept.

The problem with the Light 15 brakes turned out to be 3 stuck pistons in the front wheel cylinders. One was hopeless, I could not budge either of them.

The other had one stuck piston that I was able to free up and now have this cylinder rebuilt as a spare. Before I installed the new ones, I did

what John Gillard always told me to do. Take them apart and apply a LOT of brake assembly grease. It functions as an anti-seize compound and will allow you to take them apart without much trouble years later. I should have done it in the first place; brake cylinders should last more than 5 years, right?



### The Great 2CV Rescue Adventure - DVD! Citroën Autoclub Canada's classic video of October 5, 1996



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

\* Originally shot on VHS. Proceeds go to Citroën Autoclub Canada

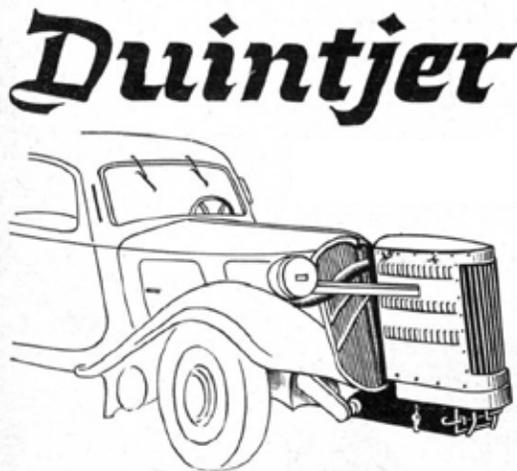
## Reader Feedback:

Richard Stein from Redding, CT writes:

George,

Another classy and artful issue, far beyond the standards of the genre! I'm writing because of your mention of the WWII wood-fired cars. Although this is a little afield of Citroën, your comments about getting off gasoline are timely. An inventor (sad, but true) friend of mine introduced me to this forgotten technology, and I have some rare literature in English on the subject. It appears that gasogenes (one name for these things) cars, trucks, and especially farm tractors are remembered with nostalgia in Scandinavia, and there are shows, restorations, and so forth. The Germans, true to form, did some serious engineering during the war, and came up with complex designs to cope with the many variables involved, and the vast amounts of engine-eating particulates that were generated. Eventually, their designs were on par with the complexity of a late automotive steam engine. As a generator, under the best circumstances, was large and heavy, trucks, buses and tractors were preferred embodiments; the attachment to that Citroën looks far too small for the job. The combustion gas was carbon monoxide, which alone added to the fun; never start your gasogene in the garage!

I've been playing with my '59 Truquette for some time, partly because it represents extreme and interesting engineering in the service of economy, and the 12hp it produces automatically brings up thoughts of alternative ways to find similar power levels. It is also a demonstration that basic transportation does not require 200hp, which seems to be the minimum acceptable in a small car these days. In my car's early life, it was used by a teen to harvest and transport firewood (several ! needed here), and does have a large unencumbered volume in the back that might, for example, support a gasogene. I'm certain that the low compression engine could cope with the gas. Do you think anyone has taken a detour in this particular direction? How about in the vast pulpwood forests of the Canadian north?



To which George responded:

Hi Richard,

Nice to hear from you. Glad to hear you are enjoying CITROËNVIE. I don't know of anyone in Canada that implemented a Gazogene solution in a vehicle. (Probably because for a long time gas prices have been reasonable here so there was no point in bothering). What you propose, particularly with an old 2CV truckette, seems perfectly plausible.

Tell you a funny story that Don Leach head of Citroën PR in the US in the 60's told us: When the EPA where forcing the auto manufacturers to implement pollution control in the late 60's, GM took a big Cadillac to Capitol Hill to impress the Senators that they could make the vehicle conform to their proposed emission standards. But apparently Citroën heard that they were going to make an appearance and one of their service techs in their New Jersey office took a 2CV to the event. As the Congressmen and Senators gathered around the Cadillac the Citroën guy connected a hose from the exhaust pipe of the Cadillac, and fed it directly to the carburetor air intake of the 2CV and then disconnected the fuel line altogether. He started the 2CV and it happily ran off the emissions output of the Caddy!

If you do pursue this with your 2CV, please keep me informed. We'd love to feature it in CITROËNVIE!

Cheers,

George Dyke  
Co-editor  
CITROËNVIE! magazine

Dan Townsend writes:

Mr. Dyke,

Another bit of Citroën trivia popped up, as I recall a walk along the Brooklyn NY docks in the 1960s, one of which had a Chapron DS convertible sitting alongside a new Lincoln Derham bodied limousine, both readied for export (odd, considering that the Citroën was an import). Shortly I was to learn that the Lincoln had been ordered by the office of the Soviet Union's Foreign Minister Andrei Gromyko, an odd choice considering that the Cold War was in full effect.

The Chapron was, I suspect, in the process of a return voyage during its career as a mule for the "French Connection", a role it played several times (the film incorrectly showed a Lincoln

*continued on page 23..*



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# CAC Summer Niagara Wine Tour

July 16, 2011



It was a scorcher of day for our Niagara trip. 30+ heat and not a cloud in the sky! But hey, living through Canadian winters, we learn that days like this are to be cherished.

We started from Nebo Djurdjevic's house in Oakville with John McCulloch, Chris Deja, Larry Lewis, Jeff Teerlinck, Steve Loria and Frances and Ken McGuinness. Our first destination was Paris Crepes restaurant in the beautiful renovated section of downtown Niagara Falls. Joining us there were Dave Morrow and his son Kim as well as the Arroyas from Lambeth Station. We had a great lunch and we each got a charcuterie supplied by the restaurant. From there most of us made the short trip to Niagara on the Lake and onto a bit of local wine tasting. Despite the heat, it really was a most enjoyable summer outing!



## Tech Tips - Fuel Hoses

As automobile service/restorers we must deal with many of the new fuels at the pump. Ethanol will seep through the hoses we have been using for years.

Gates just introduced the "Barricade" line made for such fuels and I have personally used Aero-Quip 2556 hose with good results.



*Construction: Synthetic rubber tube, textile braid reinforcement, synthetic rubber cover.*

I hope this helps any of you who will have to replace fuel hoses on older cars in the future. - Steve Claassen in Florida

## J-B Weld

Here's a product every Citroën owner should have in their garage if not in their toolkit on the road: JB Weld Epoxy. (Note: I'm not a salesman for them. I have no affiliation with the company. But I have used the product and can tell you that it works as promised.)

Have you every driven your 2CV on the highway for a few hours only to discover that at high speed your mudflaps have ripped from the grommets hiding them in place? Mix up a little JB Weld epoxy and dab it on the tear then use a small screwdriver to reseal the mudflap back around the grommet. The mudflap will look perfect again and that will be the last time it will ever dislodge.

I have found JB Weld to be the perfect solution for doing small body repairs to the ABS plastic body of my Mehari. *continued on page 19...*



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 our Citroën fanatics. Include a picture or two. We can take it from there...



## Subscribe Now



**NEW!**  
**Check out our CITROËNVIE Online Blog**  
<http://Citroenvie.wordpress.com/>

International Friends of the 2CV Meet - Salbris, France



Tristan Villemain with the Bucephale 2CV.

Left to right: Marijke Dyke, Bob & Rita LaRoche, Axel Kaliske & Ursula Walter.

2CV Museum - Salbris, France



Left: Didier Magne with the 2CV he drove in the 1971 Paris to Persepolis, Iran rally.

You can read details about The Friends of the 2CV meet and see a detailed photo album at: [http://www.citroenvie.com/Citroen\\_Auto-club\\_Canada/Salbris\\_Friends\\_of\\_the\\_2CV\\_Meet\\_-\\_2011.html](http://www.citroenvie.com/Citroen_Auto-club_Canada/Salbris_Friends_of_the_2CV_Meet_-_2011.html)



**Citroëns Take Part in 2011 Bastille Day Celebrations Throughout North America**



**New York City**



**Bastille Day**  
**Celebration**  
 Saturday, July 16  
 from 4:00 to 10:00 pm  
 University Club of Saint Paul  
 420 Summit Ave., St. Paul, Minnesota

- Live Music
- French Food
- Pétanque
- Vintage Citroën Cars
- Face Painting
- Balloons
- Games
- Artists' Caricatures
- Marketplace

Come celebrate Bastille Day with the Alliance Française de Minneapolis/St Paul at the University Club. Join local Francophiles and Francophones for a full evening of live music, food and activities for both children and adults.

**St. Paul, Minnesota**





Toronto, Canada



## Heading West in 2011?

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



**Sep 30-Oct 2 - NWCOC Lap of the Olympics Camping Tour.** WA Olympic Peninsula. Three-day tour counter-clockwise around the Peninsula. Contact: [Isarmanian@curtisswright.com](mailto:Isarmanian@curtisswright.com)

**Oct 9 - Sacramento Valley Citroën Club - Delta Tour** Details at: <http://www.sacramentovalleycitroen.com/>

**Nov 12 - Sacramento Valley Citroën Club** - Sacramento Wildlife Refuge in Willows followed by lunch. Details at: <http://www.sacramentovalleycitroen.com/>

**Dec 11 - CA - Holiday Party - San Francisco Citroen Club** Details at: [www.citroensanfrancisco.com](http://www.citroensanfrancisco.com)

### Sunday Nov 6 - 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 Techno Classica). Nevertheless, 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](http://www.franceanditaly.com)



## Ottawa Citroën Club - Perth Gathering

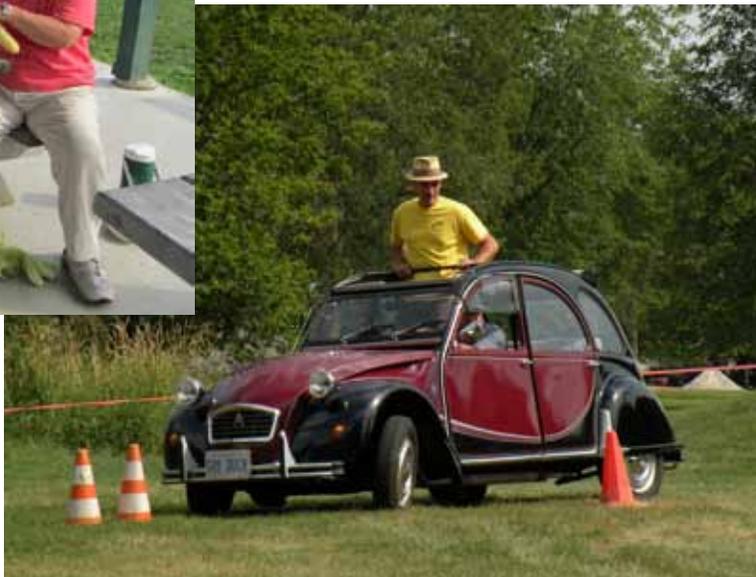
by George Dyke

This year marked the 12th anniversary of the Ottawa Citroën Club's Annual Summer gathering and the 2nd year it has been held in Perth Ontario. A charming town about an hour west of Ottawa, Perth is a thriving community that has a park on the edge of town perfect for the Club's needs; a gabled eating area, on-site camping, clean washrooms (with showers no less) and an area large enough to stage what has become the highlight of the weekend, the "Citroën Olympics".



Above: Perth Farmers' Market Citroën display.  
Left: Beth, Ruth, Claudine, Brenda, and Jean prep corn for the big meal Saturday night.  
Below: Jeff Teerlinck and Roland Voegele (driving) dodge pylons on the Citroën Olympics course.

The gathering always attracts a diverse crowd. This year from the Ottawa region there were Christian and Fabienne Thurler (in their DS), Michel Landry (DS), Sam Holman (CX), Werner Seigrist (SM), Volker and Mary Jane Volrath (SM), Ian Craib (2CV), Bruce and Diane Grant



(2CV), Jim and Beth McCollum (2CV), Jacques and Ray Charpentier (2CV), Bob and Claudine McLeod (2CV) and Neil Bova.

Traveling from Montreal were, Michel Larouche (2CV) and Stephane Palumbo (SM). From Toronto were Jeff Teerlinck (2CV), Roland Voegele (2CV), Steve Loria (2CV-AK400 Truckette, and yours truly (in my DS). Also from the Kingston area were Angus MacDougald and K. MacInnes (SM) and Neil and Ruth Bryson. Brenda and Jean-Jaques Sanfaçon made it all the way from Quebec City in their 2CV. The longest distance travelled however, was by Paul Riccardi who once again came from Massachusetts in his Sprinter van to camp at Perth before heading west for a trip to Toronto and Pittsburgh.

The meeting officially kicked off on Friday. Saturday mid-day we gathered in downtown Perth to display the various Citroëns in a special cordoned-off section of the Farmers' Market. Hundreds of enthusiastic people mulled about and those of us with Citroëns got to talk with each other and get caught up on news since we last met.

Mid-afternoon we returned to the park where Bob McLeod with the help of Beth McCollum had set up the pylons for his Olympic Slalom course. Bob staged it for 2CV's but asked me to run through it in my DS to see if a larger car could actually make it or if the pylons needed to be spaced further apart. The trial run proved that the course was fine as is, and the games began. It wasn't just a straight line slalom though. A three point U-turn was required to travel back through the pylons and at the end of the course you had to nudge a pylon with the bumper of your Citroën. The pylon had a dish precariously perched on top with a ball balanced on that and a flag sticking out of the ball. Knock any of it over and you had to back-up 10 meters, reset the ball/flag and try again. Surprisingly, of all the cars that took part, 2 DS and 1 SM claimed the top 3 spots, and I, along with Stephane Palumbo as passenger, managed a first place win! Here are the full results:

1. George Dyke and Stephane Palumbo - DS - 0:40.6
2. Stephane Palumbo and Danny Galcsó - SM - 0:45.0
3. Christian Thurler and Fabienne Thurler - DS - 0:48.3
4. Jim McCollum and Neil Bova - 2CV - 1:00.1
5. Jeff Teerlinck and Bruce Grant - 2CV - 1:06.1
6. Ian Craib and Neil Bryson - 2CV - 1:14.5
7. Roland Voegele and Jeff Teerlinck - 2CV - 1:36.2



- 8. Bruce Grant and Jeff Teerlinck - 2CV - 2:08.4
- 9. Michel Landry and George Dyke - DS - 2:11.5
- 10. Angus MacDougald and Neil Bryson - SM Demonstration run --> 3:35.8

The "Spirit of the Games" award was given to Neil Bryson, who was co-pilot for both Angus MacDougald and Ian Craib, and never lost his radiant smile the whole time.



Neil Bryson resets ball on pylon in the Citroën Olympics.



This year's venue was once again organized by Neil Bova who brought full cooking facilities with him on a trailer that included a fridge, grills and a giant cauldron to cook fresh corn. Neil also brought along enough food for the weekend to feed us all. Saturday dinner was a spectacular affair with delicious salads, chicken, sausages and, of course, the corn. Merriment abounded!



We were especially delighted to meet the latest member of the Ottawa Club; Juliette Thurler who was born on June 1. Juliette is the daughter of Fabienne and Christian, and little sister of Jean, all of who managed to attend the event on Saturday.

The hospitality and camaraderie of this annual Ottawa Club gathering is something to behold. A charming weekend, centred on Citroëns, that's as relaxed and laid back as your going to find anywhere. That probably explains why many make the pilgrimage year after year.



Tech Tips - JB Weld..... continued from page 13

It can be used as a durable filler and can be sanded and painted for a seamless fix.

JB Weld is equally adept as filler in metal spots where small rust has started to appear. (Of course you want to clean the area of debris and take care that the area around what you fill does not become a moisture trap for more rust).

As the company states; J-B Weld is the world's finest cold-weld compound. It's a remarkably easy, convenient, and inexpensive alternative to welding, soldering, and brazing. J-B Weld is the smart way to repair something ... and for literally pennies per use.

J-B Weld is packaged in two tubes. One contains liquid steel/epoxy resin, and the other contains hardener. When mixed together in equal portions, a chemical reaction occurs that turns the mixture into a compound as hard and tough as steel -- and with similar properties.

Properties (psi)	
Tensile Strength:	3960
Adhesion:	1800
Flex Strength:	7320
Tensile Lap Shear:	1040
Shrinkage:	0.0%
Resistant to:	500° F

You can use JB Weld as an adhesive, laminate, plug, filler, sealant, and electrical insulator. Squeeze out equal portions from the black and red tubes. Mix thoroughly. Apply it and let it cure. That's all there is to it!

It is designed for safe, reliable, permanent repairs in engine compartments and heated environments up to 500° F. It's strong as steel and impervious to water, gasoline, chemicals, and acids. Working with J-B WELD is quick, easy, and convenient -- and saves you time, work, and money!

Although they claim it is not recommended for use on manifolds, exhaust systems, and other engine components which normally operate at temperatures above 500° F I have used it to repair a small crack where a weld had given way on the exhaust manifold of my AMI-6.

Needless to say that it's ideal for typical plastic repairs that other epoxy products would be used for, However I find it far better in strength!

I recently tried their 5 minute epoxy and although they claim it not as strong as their longer curing product it worked fine for my needs.

continued on page 23...

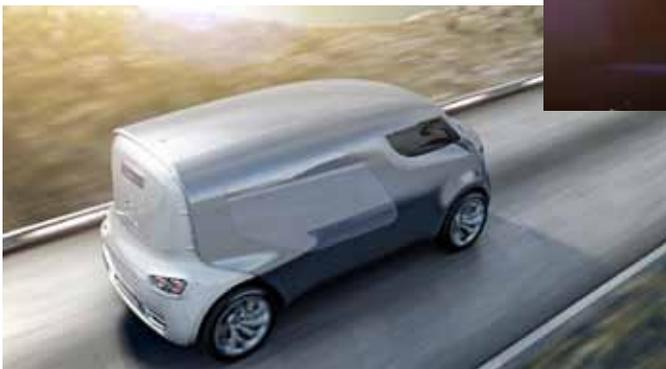
## What's New At Mother Corp.

### The HY-Van Re-commeth... Citroën Unveils High-tech Minivan Concept



The Tubik is a far cry from the sleek concepts normally seen at auto shows. It is a distinctly unconventional concept, - a large van designed to explore the idea that 'travel should be fun', according to Citroën's media release for the Tubik's debut at the Frankfurt Auto Show.

Capable of seating nine passengers, the Tubik is designed in conjunction with Multi-city, a transport-sharing scheme operated



by Citroën in France, and is designed to respond to 'a changing society where extended families and groups of friends travel together. Therefore, it's part vehicle, part lounge, with

modular seats that can be rearranged to semi-reclined or face-to-face depending on the requirements of the occupants - the middle of the three rear seat rows can also be folded into a table or meridienne-style seat.



To make sure the occupants are never bored during the journey, the van is decked out with a giant semi-circular screen along with high-definition surround-sound, as well as a one-way large panoramic window for privacy.

As the concept is designed as a more environmentally-friendly way to travel, Citroën has opted to include a hybrid diesel engine which it says produces emissions close to a small sedan.





Here is Tubik's true ancestor, that rests in Citroën's Conservatoire today; - the prototype G1 (also referred to as Mini H) from 1948. The post-war market needed commercial vehicles. The G project was set up in response to that need at the same time as Citroën brought out the Type H. The G1 was a highly compact, economical, small commercial vehicle featuring a 425 cc engine. The type G was never put into production. Instead Citroën offered the 2CV van.

### Citroën Wins 2011 WRC

We don't normally cover Citroën's Rally efforts, since they are primarily in Europe, but it's important to note that from the announcement by Peugeot Citroën PSA Group that they were abandoning rallying in 2005, Citroën has returned with vengeance. Citroën has lead the World Rally Championship with their new DS3 WRC, in what is arguably the most grueling car race series on earth, for both man and machine.



Their star driver, Sébastien Loeb, lead the driver rankings with 192 points over the #2 competitor with 167 points. But wait, #2 is Sébastien Ogier, also a Citroën driver! He's ahead of 3rd place Mikko Hirvonen (from Ford) with 156 points.

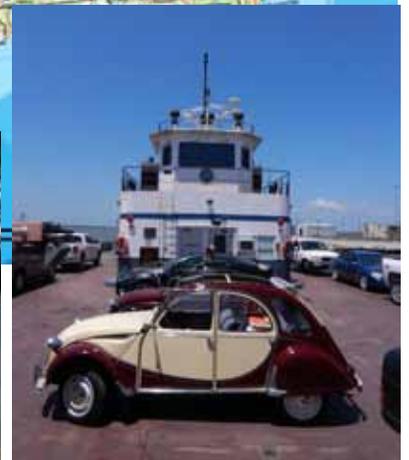
The Manufacturer's World Rally Championship listings are just as impressive; Citroën is in 1st place with 333 points far ahead of #2 ranking Ford with 242 points. Some would say hardly surprising since the classics that we drive, (Traction, 2CV, DS) have proven success in rallying. After nearly a century in existence, Citroën remains a very capable, and competitive, leading-edge automobile manufacturer.



Across the USA in a 2CV - by George Dyke



See more photos and our trip diary at:  
[http://www.citroenvie.com/Citroen\\_Autoclub\\_Canada/George\\_%26\\_Rolands\\_2CV\\_USA\\_Trip\\_-\\_May\\_2011.html](http://www.citroenvie.com/Citroen_Autoclub_Canada/George_%26_Rolands_2CV_USA_Trip_-_May_2011.html)





Tech Tips..... continued from page 19

### Cork Your SM

One cause of Citroën SMs running badly can be debris that accumulates in the carburetor. Quite often the cause can be the charcoal filter that is supposed to filter the vented air from the the crankcase, returning it to the air intake duct. What typically happens is that due to the high vacuum pressure, the fine charcoal granules are sucked through the hose and end up clogging the carb jets.



The solution is simple;

Take a cork and jam it into the hose where it attaches at the T join to the main air intake hose that runs from the air filter to black air intake housing (the one with the Maserati logo) on top of the engine.

Once the cork blocks the line, the charcoal filter is rendered useless and now you will have only nice fresh air mixing with fuel.

You don't have to worry that the plug will create a vacuum in the fuel tank because the tank wouldn't be vented. If you plug that hose it just lets the vapors stay over the carburetor and the vapors slowly filter out through the air filter it won't allow the tank to be sucked into vacuum. (The charcoal canister is open on one side to atmosphere and the tank can vent through that as long as the small hose to that goes back to the tank is still open and or hooked up).



Reader Feedback..... continued from page 10

Continental in that role). The Gromyko/Lincoln was, on its arrival in Russia, stripped and reverse engineered to produce the new (for then) model of the ZIL limousine for Soviet officials.

Juxtaposition of the two vehicles for, presumably, transport on the same vessel remains a mystery subject to interesting speculation.

Best wishes, Dan Townsend



## Rendezvous 2011; New Twist on an Old Tradition

by George Dyke

Celebrating its 35 anniversary, for the past 8 years Rendezvous has been held at Saratoga Springs, NY and organized by 'drive she said'. While the location and organizers remained the same this year, there was a change of venue for both the meeting and the Saturday dinner. Both proved to be very successful.

The show field itself was moved to the Saratoga Racecourse; more specifically the park within the racetrack complex. It allowed more shade than the outdoor locations of previous years in the Saratoga State Park. And it also permitted use of the washroom facilities at the race track. The location felt a bit more intimate and vendor tables seemed easier to browse. And it was replete with the usual nice touches such as the dueling accordions of Norma and Peggy and afternoon entertainment and juggling with Susan & Joe, the Airborne Jugglers. 150 Citroëns registered for the event.

Featured anniversary celebration Citroëns this year included the AMI (50 years) the 2CV Truckette (60 years) and the D-series Cabriolet (50 years).

Two tech sessions dealt with the quirky AMI-6, given by yours truly, while Axel Kaliske gave a thorough talk on



Above: John Long contemplates the egress styling benefits of the Ami 6.

understanding the 2CV electrical system; particularly the coil and what you can do to ensure that your 2CV starts every time. (The subject of an upcoming article in CITROËNVIE).

The main banquet dinner Saturday night was also a change of venue this year. It required a drive of about 20 minutes south to Panza's, located on Route 9P at Saratoga Lake. Over 200 people





Substantial chevrons -  
Martin Gambony.



Above: Carter Willey proves that it is possible to tow an 18 foot trailer with a 2CV. (Mind you the trailer is John Long's ultra-light Bowlus Road Chief).

enjoyed a Happy Hour cocktail party, the dinner itself, a Silent Auction, Raffle, an amusing performance by John Long and Greg Long giving PecKa-Kucha presentations on John's Classic Bowlus Trailer and Greg's 1956 ID-19 and the reasons it should be preserved "as-is". The evening was capped with the presentation of the People's Choice Awards. (Full results are listed on our CITROËNVIE online blog).

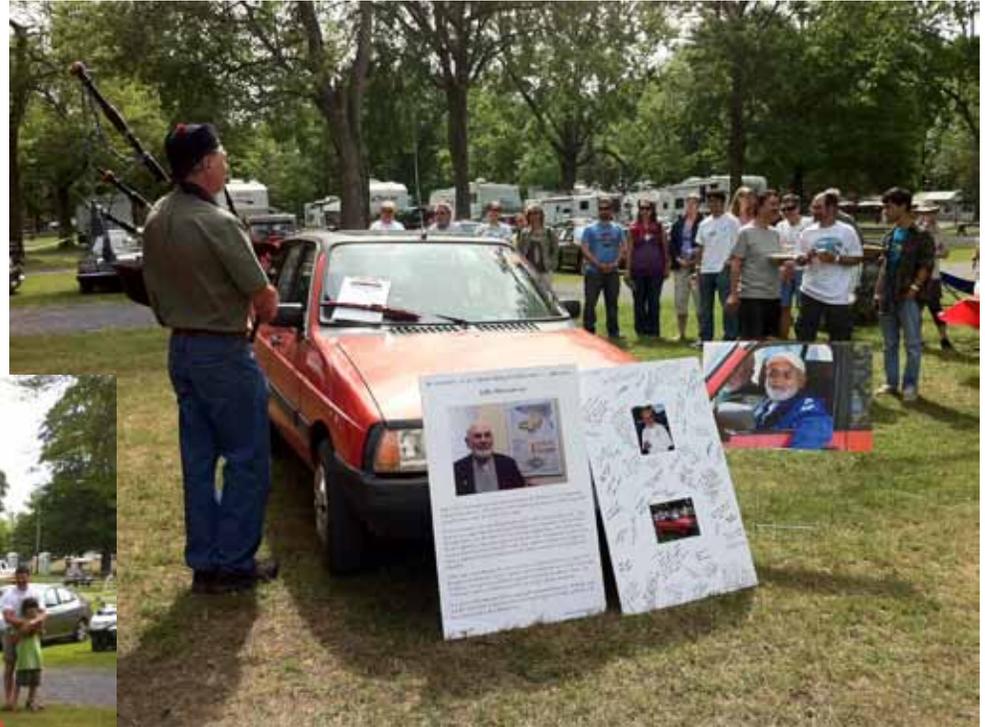
Rendezvous has become a 4-day event that those with the time try to take in. It commenced on Thursday June 16th with dinner at Lake Ridge Restaurant. After dinner many checked out The Great Race, a vintage car rallye that was overnighing in Saratoga.

*continued on page 26....* 

Friday afternoon was an Ice Cream Social staged at Mister Ed's Drive-In on Lake Road. That was followed Friday evening by the poolside registration (and pizza tailgate party) at the Springs Motel.

Sunday, Fathers Day, many revisited the show field location for a lite-breakfast snack and to have a final last tour of the R-11 Peoples Choice Award Winners.

There was also a touching moment where everyone paid tribute to John Mazmanian who passed away earlier this year. The Citroën Autoclub



Canada drove Maz's 1973 Visa to Rendezvous and parked it in a special spot. Maz was both an icon and a legend at Rendezvous since he had attended every Rendezvous and one year went down one weekend ahead of the event only to discover his error. He drove all the way home then returned the next weekend. We wanted this year to be a salute to Maz with an "extra year credit" so to speak. We parked the Visa just like Maz would have stepped out of it, (with all the clutter inside), and we placed a large picture of Maz



on it and had big memorial card that folks could sign. Maz's longtime friend Peter Fyfe travelled from Nova Scotia with his bagpipes and on Sunday morning he played a composition that he wrote specifically for Maz. Then there was a minute of silence and then he played the traditional "Scotland the Brave" Scottish march... It was dignified and impressive beyond words.

At that point I had to leave to begin the trek back home, but many stayed for a few more hours to enjoy the final Rendezvous event, a regional drive, before everyone dispersed for another year.

Once again, Robert Monteleone, Kim Walter and the entire drive-she-said



group did an outstanding job organizing a weekend that brings all Citroën enthusiasts together. When they began organizing Rendezvous, they had a vision of a collaborative effort, to work together and create a fun event for everyone in attendance. We say mission accomplished! And thank you!



## 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/Citroën\\_Autoclub\\_Canada/Links.html](http://web.me.com/gdyke1/Citroën_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:

It doesn't get any better than this! Brigitte Bardot driving in a 1950's 2CV in the film *La Bride Sur Le Cou*. The driving sequence was shot with a stop motion effect which was very avant-garde for the time. Cut-off driving style aside, view this 6-1/2 minute clip that is the beginning of the film and you'll probably be dreaming the rest of it tonight!

<http://www.youtube.com/watch?v=txwMP9nOpGY>



We've written about Henri Fradent's collection of low mileage of un-restored, post war Citroëns at Citromuseum near Castellane France. Now there is a YouTube video featuring Henri describing his collection.

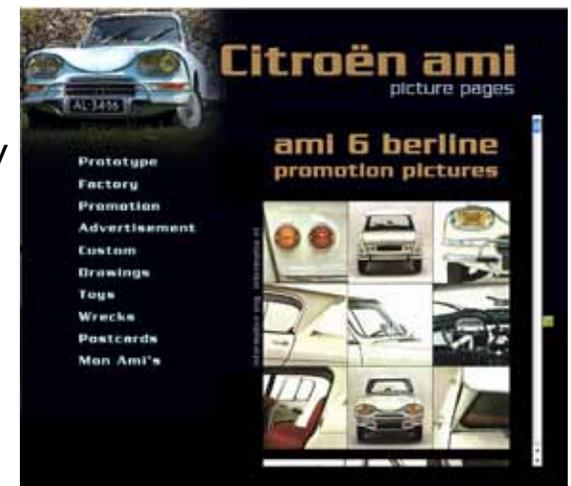
[http://www.youtube.com/watch?v=DJ3HE35n5kA&feature=player\\_embedded#at=38](http://www.youtube.com/watch?v=DJ3HE35n5kA&feature=player_embedded#at=38)



The real thing is definitely a must see if you are in the southeast of France. The website is: <http://www.citromuseum.com/index.php?id=presentatio>

For those that love the AMI, here's a site that has very info rich visuals:

<http://www.Citroënami.tk/>



Here is a 1940 film from Europe showing Gazogene Traction Avant driving along during the War.

[http://www.youtube.com/watch?v=6iL\\_SUpIMsQ&feature=related](http://www.youtube.com/watch?v=6iL_SUpIMsQ&feature=related)



View this well produced video (in French) by Turbo magazine (in Belgium) on the history and technology of the Citroën DS.

<http://www.kewego.fr/video/iLyROoafJeYW.html>



A music video featuring Carla Bruni as she composes her song "No Promises". It has scenes of her with a gorgeous DS in Paris. Oh, and Carla is pretty easy on the eyes as well.

<http://www.youtube.com/watch?v=gUx8hVdDaPg>



Charlize Theron stars with a Citroën DS in commercial for UNIQLO, a new-style Japanese casual wear designer, manufacturer and retailer.

[http://v.youku.com/v\\_show/id\\_XMjIyNzE0NTE2.html](http://v.youku.com/v_show/id_XMjIyNzE0NTE2.html)



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## French Parts Service

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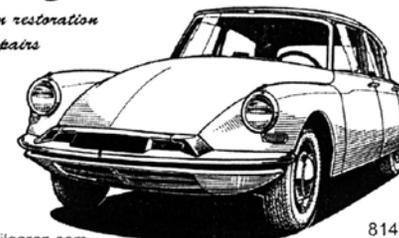
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**1978 Citroën GS Pallas,** Original 62,800km. Second owner. Imported from France in 2006. All service records, excellent condition inside out, absolutely no rust. New tires, timing belts, spheres, electronic ignition. \$14,900. CDN. For details on this exceptional car, please contact Nebo at 905.330.0032, nebo.d@sympatico.ca ON 1/11



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- Non-commercial and Citroën car text ads (up to six lines per column) are FREE for up-to-date paid CITROËNVIE subscribers. Non-paying subscribers pay \$5.00 per issue for car ads (up to six lines per column of advertising), and members & non-members pay \$5.00 per six line increment upwards.
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- SEND text and/or artwork to the CITROËNVIE Editors. e-mail is preferred. Please note that we reserve the right to edit any submissions.

**Citroëns for Sale:**

[Year / model / description / location / date ad



**1986 Citroën CX Prestige 2.5 automatic.**

Approximately 140,000 km. In fair condition. Used regularly. No rust. With spare dismantled engine. \$7,000 CDN negotiable. Contact Frank Henn; Ph 780.815.3940 email: krappie@persona.ca BC 12/10

**1969 Mehari.** Very rare US spec model. Only 200 made and few have survived. Excellent shape. Runs great! Renault seats with headrests were fitted at some point, but they can be changed back to standard seats if you want. \$16,000. CDN. Contact George Dyke. Tel: 416.498.5904 or gdyke@sympatico.ca ON 09/11





**1988 CX TRI Auto** Clean under carriage no rust, new spheres, new brakes, polished 14 inch CX alloys with Michelin tires good condition overall. It drives well, auto very smooth Needs some minor tl to

make it look even more sharper. \$14,000. CDN. Comes fully certified and emissions test. Tel: 905.821.8282 or email: Citroëns@rogers.com ON 02/11



**2CV Truquette** This project car's motor was redone also it's frame (body off) and front suspension. Rear side panel to be mounted, floor pedal and seat cover are new, like original. Canadian papers. Asking \$6,000 CDN. Contact Dominique Vincent. Phone: 514.507.7306 email: dovince@vea.qc.ca QC 06/11



### Parts Needed:

In need of many parts to aid in the restoration of my **1970 DS21** Citroën. If you have a wagon that is being disassembled I would need some suspension parts. I also need mechanical, trim, dashboard, fuel injection, and wiring if available. Please call Arnold at 905.669.2299 anytime if you have any new or used parts to sell. Your help would be greatly appreciated. Thank you.

### Parts For Sale:



Citroën Traction & Peugeot 203, 403 : 2 GECO external mirrors - \$30.00



Citroën DS : Fiber glass trunk lid (black painted). - \$70.00 [not pictured]

European model Pallas Tail Light Assembly (2) - \$30.00 [not pictured]



Citroën Traction Avant 15/6 : Decorative Horns (2) - \$500.00

Contact HERN at 905.553.4599 or email hkpjerome@rogers.com ON 8/11

### CX Parts for sale:

- 1 brand new water pump.
- 1 brand new heater matrix.
- 2 brand new coils.
- 1 almost new ignition sensor (never leave home without one!)
- 1 Blue fuel pump relay (almost new).
- 1 complete set of brand new front brake pads.
- 1 passenger side rear (complete) tail light assembly (not new but in good condition).
- 2 front sidelight lenses (used but in excellent condition)

All items for \$600.00 plus shipping (which I will pack myself). If interested, I can send photos.

Contact Brian Yates. email: lindsay-yates@shaw.ca BC 10/10



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## CAC Summer Pool Party



August 20 was an afternoon of great food, live music (by Tropical Daze), fun in the pool and hair raising Mehari rides! Held at Ken and Frances McGuinness' home, we had a great turnout of Club members, their Citroëns, and interested neighbours. Steve Loria debuted



his 1953 Traction 11BL he has been restoring for years. Very nice Steve! And Phil Devingt came all the way from Sarnia in his SM that took best in class at the recent Concours of America auto show in Plymouth, MI. Many thanks go to Ken and Frances once again for all your efforts in hosting this terrific summerfest event. You define the meaning of hospitality!



# CITROËNVIE GALLERY



*SMs en route*



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