

# CITROËNVIE!

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

2009 No. 3

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\$7.50 US

## **Feature Report: CAC Spring Outing**



- **Repro Synchronos**
- **Still Life with Citroëns**
- **Atomized 2CV Burton**
- **#4 - Béliveau DS**
- **Citro-Rover SUV**
- **Citroën of Toronto - Dream or Reality?**

## International Citroën Club Events:

- June 12-14 '09 - Rendezvous 2009 - Salinas, CA.  
(Organized by the SFRCCC - web site:  
[http://web.mac.com/dschapron67/Citroen\\_San\\_Francisco/Rendezvous\\_09.html](http://web.mac.com/dschapron67/Citroen_San_Francisco/Rendezvous_09.html))
- June 18-21 '09 - 33rd Citroën Rendezvous - Saratoga Springs, NY.  
(Organized by the DriveSheSaid group -  
[www.driveshesaid.com](http://www.driveshesaid.com))
- July 10-13 '09 - 75 Hours For 75 Years of the Traction Avant  
Organized by four Clubs; the Traction Owners Club (UK), Traction Avant Nederland, Belgische Oude Citroën Club and Traction Universelle Section Nord. - Arras, France.
- July 28-Aug. 2 '09 - 18th International Meeting of 2CV Friends, at the Hipodrom racecourse, Velebudice u Mostu, in the Czech Republic.
- Aug. 8-9 '09 - Citrowisc - CCNA & CAC Meet in Barneveldt/ Spring Green, Wisconsin
- Aug. 14-16 '09 - Euro Citro 2009 - Le Mans, France
- Aug. 16-19, '12 - 15th ICCCR - Yorkshire, UK
- Summer '13 - 20th International Meeting of 2CV Friends, Pori, Finland

### 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.

- June 7 '09 - 12 noon - Citroën Méchoui Montréal Weekend. A spectacular weekend in Montréal, capped off with a Citroën Méchoui Sunday BBQ. We will drive to Montréal on Saturday June 6.
- June 19-21 '09 - MicroNorth 2009. Coldwater, ON
- July 8 '09 - 7 pm - Monthly Club meeting (outdoor location)  
Held at the Grenadier Restaurant parking lot within High Park.
- Aug. 7-9 '09 - Winchester 2009. 10th year. Organized by the Ottawa Citroën Club. Winchester, ON
- Aug. 12 '09 - 7 pm - Monthly Club meeting (outdoor location)  
Held at the Grenadier Restaurant parking lot within High Park.
- Aug. 16 '09 - 2 pm - CAC Summer Pool Party & BBQ - At the home of Frances and Ken McGuinness - Toronto, ON
- Sept. 9 '09 - 7 pm - Monthly Club meeting (outdoor location)  
Held at the Grenadier Restaurant parking lot within High Park.
- Sept. 12 '09 - 9:30 am - CAC Fall Outing to Peterborough Lift Locks + BBQ Party. First we visit this marvel of hydraulic engineering. Then we make our way back to Bowmanville for a BBQ dinner party at Anna and Barry Evans' home.

*Cover: George Dyke and family en route to Carlisle PA, in his 1969 DS21.*

*Photo by Chris Deja*

## Message from the CAC Prez



George Dyke

I purposely left writing my message for this issue until after the Citroën Club of North America meet in Carlisle, Pennsylvania on May 16.

Our new magazine, CITROËNVIE was the result of the CCNA's abrupt termination back in November 2008, of the relationship that the Citroën Autoclub Canada had with the CCNA where, among other things, we communicated to our membership via a common voice; the Citroënthusiast newsletter. John McCulloch and I were very saddened to be fired, without prior notice, for the volunteer effort we made to enhance and publish it for over 6 years. We received many accolades and awards

over the years for our publication efforts. Frankly, we think we did a pretty good job, but from the little bit that we have heard from a few CCNA members, there was apparently some faction in the CCNA that felt things could be better if another tack was taken that excluded us.

If there was some dissatisfaction, we are astonished that no one in CCNA voiced their concern to us. It would have been easy to share a master document for each issue, that could have been tweaked so that content could be more Club specific. We never refused to print anything US members sent us. We published every article we received. Even if the intent on CCNA's part was to transition to an all US publication, it certainly could have been done more smoothly by telling us in advance that these were the plans rather than letting us plan last fall for the Niagara Falls meet (for both Clubs) and future issues of Citroënthusiast. It has been a very tough time for me personally to establish a new publication and a new direction for the CAC in the short timeframe imposed on us by CCNA's summary end to a pact that was beneficial to both clubs.

My trip to Carlisle was in part this year, devoted to trying to clarify what happened, and to attempt to re-negotiate, if possible, a means to work in a co-operative manner going forward. Back in 2002, when I first proposed a joint publication with the CCNA, I outlined the common newsletter as one component to a more integrated approach to bringing like-minded Citroën enthusiasts together from not just north and south of the border, but from within each country as well. It made sense for a number of practical reasons;

- We are, let's face it, a small group driving speciality cars whose parts must be imported whose repairs must be done by owners or those few mechanics who'll take them on. Working collaboratively benefits both our clubs
- A shared roster that offers contact info for members of both clubs; a

true North American resource in its own right.

- Comprehensive articles and especially technical information helps all members of both clubs.
- A greater sense of Citroën camaraderie among both the CAC and CCNA, and with the many friends we have made in both clubs.

These are the elements that made the most sense to me.

I negotiated this agreement with Judith Reiter and Denis Foley, because I truly wanted a long term policy in place that would benefit all Citroën owners in North America. And as such, I thought we had the mechanics within this agreement to modify and adjust virtually any issue of concern and still keep the fundamental agreement intact; That being a common and cooperative entity to promote Citroën ownership and support in North America.

From what I have been able to understand, the content of the Citroënthusiast that John and I published was felt by some in the CCNA that it was not sufficiently re-reflective of their Club. That, in turn, led to some within the CCNA to embark on a means to act, without the sanction of the President of the CCNA, to attempt to rebrand the Club from within, creating a new group to establish a new newsletter, website etc, with little regard to what virtues were in place. And in this "upheaval process" in the CCNA, the agreement we had with the CCNA was, in effect, given the heave-ho.

This year at Carlisle, Judith Reiter, who said she has been pretty much as frustrated as I have through all of this, resigned as President of the CCNA, and Les Woods was elected as President. I made the point of speaking to Les, not just to congratulate him on his new appointment, but to discuss what transpired these past few months. Les was apologetic that the termination was handled so poorly by the CCNA, but he felt that what's done is done and that things should move forward on an independent basis. I specifically asked what circumstance it was that caused this divorce between the CAC and the CCNA. I really wanted to know because it is this question that has bothered me so much, and because I have not been able to get answers for the past six months. Neither Judy nor Les would disclose to me the reason for the split. In fact their words to me were, "Just get over it". I came away from the Carlisle as confused as to what actually transpired as I was when I arrived.

So moving on, I write this on the morning of May 17, so at least you know what I have been thinking these past few months, and where my mind is at the moment. I'm not a Twitter or Facebook type of guy. I frankly haven't got the time for it, and the things I do write I like to have the time to collect and digest my thoughts before taking up your time.

In the end, this chapter of Citroën history with respect to the CAC/CCNA joint venture appears to have gone down much like Citroën's withdrawal from the North American market back in the early 70's. It happened, for

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## Repro Synchronos

by Chris Dubuque (Seattle, WA)

The gearboxes in most of our cars are constant-mesh. This means that all of the gears inside of the gearbox are always in mesh (except for reverse). How can the transmission function and shift between multiple gears if all of the gears are always in mesh, all at the same time?

The answer is simple and clever. One of the meshed gears in the gear pair spins on a shaft and is only connected to the shaft when that gear is selected. This allows all gears to be in mesh simultaneously. The device that allows the gear to be connected and disconnected from the shaft is called a synchronesh. The steel portions of a synchronesh unit rarely wear out. But there is a bronze ring used in the synchronesh unit that is used to spin the slower shaft up to the speed of the faster shaft (or vice-versa) using friction and this bronze part can wear out.

This bronze ring is pushed onto a taper during the shift process and as the bronze ring grabs onto the taper, the speeds of the shaft and the loose gear are forced to "synchronize," thereby allowing the shift to commence without a grinding noise. The portion of these bronze rings that presses onto the taper has a complex ribbed surface, designed to channel gear oil out of the interface, thereby allowing the bronze ring to grab onto the taper. This complex ribbed surface of the bronze ring will wear out eventually. When this surface wears, the gears in the gearbox may not be turning at the same speed when you shift, resulting in an unpleasant "grind."



*Synchro ring and a gear, (notice taper).*



*Close-up of inside surface of a synchro.*

Original New-Old-Stock (NOS) bronze synchro rings are very difficult to find for DS/SM. But a few years ago, convincing-looking reproduction synchronesh rings for DS/SM transmissions started showing up on the market. Great. But do they work?



*New (left) and Repro (right) synchro rings*

Well, the jury is still out. We have installed about two dozen of these repro synchro rings into several recent DS/SM gearbox overhauls. Our first disappointing discovery was that one of the reproduction synchro rings had an interference with an adjacent gear when installed in the 3rd gear position of a DS gearbox. This dimensional problem was quickly discovered when trying to assemble the gearbox (the interference prevented the upper shaft from rotating). Fortunately, the problem is easily solved (by sanding or filing a non-critical surface on the synchro ring to alleviate the interference). At this point we are not sure if this was a one-off manufacturing error or if many of these repro synchronos were made incorrectly. Based on this experience, we learned to be very careful to make sure there is no interference when installing one of these repro synchro ring in the third gear position.

But the more disturbing problem occurred with a 5-speed gearbox that was assembled with these repro synchro rings. It had a nasty grind when shifting into second gear. We remove the gearbox from the car (no small task), disassembled the gearbox (no small task either) and replaced the bad repro synchro ring with a valuable NOS synchro. Nothing else was changed. Following replacement, the gearbox worked perfectly. There was no obvious reason why the repro synchro ring did not work correctly, so we are a bit spooked.

While most of the repro synchro rings we have installed have worked perfectly, one or two were clearly faulty. So, now what do we do next time a gearbox needs an overhaul? Is it safe to use these repro synchros (recognizing how much work it is to pull a gearbox out of a car and strip it)? Well, I honestly don't know. But I guess we have to take the chance, since NOS synchro rings are very scarce and very expensive.



*Assembled gearbox with repro synchros.*



# U S A H I S T O R Y

## ORGANISATION DE CITROËN CARS CORPORATION

Directeur Exportation Amériques  
Michel Koundadzé

### NEW YORK

1955  
Directeur  
Charles Buchet

1957  
Directeur Technique  
Michel Rappellini

1965  
Directeur Technique  
Bernard Belier

1968  
Directeur  
Michel Chaussumier

1969  
Directeur Technique  
Peter Verhage

### LOS ANGELES

1955  
Directeur  
Armand Garnier

1956  
Directeur Commerce  
Armand Garnier  
Directeur Technique  
Claude Braux  
Chef d'Atelier  
Albert Bonfond

1960  
Directeur Commerce  
Jacques Colombani  
Directeur Technique  
Claude Braux  
Chef d'Atelier  
Albert Bonfond

1961  
Directeur  
Claude Braux  
Directeur Technique  
Albert Bonfond

1963  
Directeur  
René France  
Directeur Technique  
Albert Bonfond



### In the beginning...

I don't know why I have always loved the D-Series cars, but for as long as I can remember they have appealed to me as the ultimate in sleek, futuristic, luxurious personal transport. I was born in 1955, which I believe was the year the D's came into existence as well. Maybe there is something to all this alignment-of-planets business.

My first opportunity to acquire one was around 1976. A friend was selling her 1965 DS 19 Pallas in Vancouver, B.C.. Not really knowing anything about the cars at that point I bought it for \$500 (CDN) and drove it the 1000-odd kilometres through the Rockies to Calgary. It was a sort of grey colour with lots of rust. Vancouver is hard on cars that way, and knowing what I know now I would be very suspicious of an older Citroën from somewhere that damp and salty. I found a fellow who did "very cheap" body work, and got the upper body looking beautiful: IHMO there is little to compare with a pure white DS. It looked like a cloud moving along the road. Having apparently achieved my dream I was dismayed when, one day, I actually had to change a wheel and very nearly collapsed the right hand side of the frame over the chassis prop. It was then I realized just how nasty things can get underneath.

A very arduous summer followed, during which I took galvanized steel plates and bolted them into place under all four corners of the floor to strengthen the underbody. After that things were quiet for a little while, but eventually one of the suspension supports at the rear started to tear loose. It was, in retrospect, much like driving a car with hiccoughs. I would be sitting quietly at an intersection, and suddenly the back of the car would jerk upwards by about 8 inches; then after a pause, it would fall again.

Maintaining this beast in Calgary was proving to be a serious problem. There are, perhaps, two full-time mechanics there who know anything much about Citroëns. One of them, Heinz, was a German who repaired various European cars but for some odd reason seemed to feel that the French ones were not up to much. He would describe the cause of some odd problem I was having and when I asked "What should I do?" he would suggest taking the car to the auto wreckers down the road. German humour at its finest.

The nearest specialty outfit, Pioneer Motors, was in Edmonton (about 300Km north), so getting parts and service were often 'really interesting' problems. The '65 had the single central bolt-on wheels, and even finding new tires took a lot of work. So I decided to cut my losses. But rather than do the sensible thing and buy a Honda I went to the guys in Edmonton and allowed myself to be talked into a 1968 DS 21 Pallas with Citromatic and a paint job out of a collection of spray cans.



I swapped all the pieces of '65 bodywork I could onto the '68, resulting in a very strange looking pair of vehicles indeed. In spite of this I eventually found a fellow nutter like myself who took the '65 off my hands. Then the trouble really started.

Calgary can get pretty cold in the winter. It is not unusual for temperatures in January to be 20-30°C below zero.

When the pressure in the hydraulic system drops, the clutch on a Citromatic engages. This means that cranking the engine implies cranking the transmission, which is full of something roughly the viscosity of molasses at that temperature. I wrote off two starters (at great expense and inconvenience) over the next couple of years. The car was plagued with minor problems, such as never being able to get a smooth clutch engagement, a major leak in the hydraulic pump, a ruptured line from the pump to the regulator (on the highway near Ponoka - where there is a mental hospital where I seriously thought to rent a room) and so on. In fact, the thing was so unreliable that I actually went and bought a Volkswagen, on the basis that if I couldn't have comfort and convenience in one car I'd have it in two.



Still, when it ran it was a real rush to drive. People stared as I passed which I took as a compliment, although as I think back that's probably wrong. I parked it behind a friend's house in Edmonton once and one of his lodgers

subsequently stamped into the house and announced: "There is a grapefruit in my parking spot!", a moniker that stuck forevermore. The facial expressions turned to total shock outside of the Calgary - Edmonton corridor. There was one summer I spent a substantial amount of time in Coronation, Alberta (population 1500), working at the drive-in theatre there. The management were going to try something very daring by running The Rocky Horror Picture Show there one long weekend. Some actors had been hired to dress like goths and go around the nearby towns pub-licizing the event. I was talked into loaning them the Citroën, for added shock value presumably. Since the paint job was so awful anyway I took a tube of water-based acrylic red paint and emblazoned the words "Rocky Horror" along with a pair of lips on the nose of the hood. It certainly attracted attention, including mine when I realised that the paint was only water soluble while still wet.

Actually there is one major advantage to owning a really weird and obviously beat-up vehicle: no one can steal it even if they want to. I never locked the Grapefruit. If any would-be thief could figure out how to start and drive my Citroën they were welcome to it. There was one occasion on which I wished it was just a little more normal. At the time I was a movie projectionist. Standing around in the lobby before the show I overheard a couple of women asking if anyone knew who owned the really odd grey and white car in the parking lot. When I 'fessed up they told me I'd left the lights on. They would have turned them off for me but they couldn't figure out how.

### The Dark Ages...

Sometime around 1982 I had finally had enough. After considerable effort I found someone in Edmonton crazy enough to give me \$1000 for the thing (I had carefully scraped the lips off by then) and for many years thereafter had to feed my French car habit with a succession of Renault 5s.

Citroëns gradually faded into my past until one day about ten years later I happened to mention my ex-love to my (then) boss. This proved to be a time bomb which went off about a month later. For some completely inexplicable reason his sister had been driving a green 1972 D-Special which, in a fit of sanity, she had parked permanently in his back alley. He assured me that she would entertain any reasonable offer for the car. I had that nasty feeling I'm told one gets when one is offered a drink after some years of abstinence. At least this time I had the sense and knowledge to take a long, hard look at the frame and take it for a test drive during which it sprung a leak in a rear suspension line which had rusted to almost nothing. Still, the interior was OK, the engine started and ran smoothly enough, the electrical system seemed to work all right so we agreed on \$300 and I slid gracefully off the wagon again.

My Renault mechanic was a mad Hungarian called Zoli. He was enchanted at the idea of working on a DS and agreed to repair or replace the broken hydraulic line. Zoli's shop was only about 4Km from the green car's resting place along quiet side streets. Patsy, my long suffering girlfriend, and I formed up a two car convoy for the trip with the green car leading. So as

to lose as little hydraulic fluid as possible I had the suspension "off" which made for very slow and bumpy progress. Every time I crossed any sort of irregularity in the road surface I would bounce madly up and down on the seat threatening to create a sun roof and causing great mirth on the part of my faithful follower.

### Resurrection...

Zoli spent a week or so looking into parts suppliers and regretfully concluded that it was a dead loss. This was before the worldwide web opened up a huge number of possibilities. At that time few choices were available to me. Taking the car to Heinz was a prospect too depressing to contemplate. I lucked into finding another mechanic who had done some Citroën work in his home country, somewhere in South America. He managed to silver-solder a sleeve over the damaged section of pipe and the car grudgingly rose from the dead once more.



The Limon was a happy car. The clutch was getting thin and the undersides of the doors were rotted out but it served me very well right up to the day in 1995 when someone rear ended it. Moving at a crawl in a tailback onto an on-ramp I could see a car approaching from behind at what looked like a pretty good turn of speed. There had just been a short, sharp downpour which doubtless did little to help when he slammed on his brakes. It was quite a bump and the driver's seat tore free of its undercarriage leaving me groping for the steering wheel. Once I had got myself together enough to survey the damage I approached the other car to speak to the driver. "I can't get out. I'm disabled" he announced. "Before or after the accident?" was the question on the tip of my tongue. I managed an intensely diplomatic silence. He was a pleasant enough guy and admitted responsibility immediately. His insurance company paid me off fairly generously and allowed me to buy back the remains for parts.

Of course, the only reason to buy it back was because I was once again hooked. By this time I had found a retired mechanic, Ron, who was a Citroën nut. He always had a Traction, an SM or a DS in some state of disassembly in his garage and frequently made long trips with a trailer to bring back another sad case. He also had a couple of DS cars with good frames sitting in a field. For \$1500 he sold me a mostly baby blue coloured '72

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...Still Life - continued from page 7

D-Special which he drove out of the field to prove it still worked. Apparently this was the car his wife used to drive but it was no "only driven by a little old lady on Sundays" machine. The upper body panels were in quite poor shape, the hood had a half-inch hole in it (I've no idea why), one of the rear fenders was bent beyond repair, the passenger seat was missing and needless to say it was grungy beyond belief from its close association with nature. For \$1500 what could I expect? There had to be some reason why she had stopped driving it, after all.



Not having a garage to house my newly acquired problem I kept it out of sight as much as possible to spare the neighbour's delicate sensibilities. We were living in quite a tidy neighbourhood at this point and I didn't want anyone accusing me of devaluing their property. After a year or two of trying to blend the car into the lilac hedge I got a recommendation from a friend for a certain Glen Campbell. I'll skip the obvious jokes here. This guy was supposed to do "good work" and was just setting up his own body shop. I housed the multi-coloured DS with him along with all the best body parts I could find from my collection. Every so often I would drop in or phone up to find out how things were proceeding, the answer invariably being "slowly" which was apparently spelled e-x-p-e-n-s-i-v-e.

I admit it: I am very easily taken in by scoundrels. These days Patsy takes care of most of our business dealings and not much gets past her but I am a softy. Glen always had a sad song to sing (thank god he didn't play the bagpipes or I would \*really\* have been in tears) and I rarely questioned the time it was taking or the amount it was costing. His landlord, it turned out, was not so understanding.

March 2002, a Friday evening: the phone rings and an unfamiliar male voice asks to speak to Robert Bramwell. That's me, sez I, expecting it to be an offer for some unwanted product or service. The caller identified himself and told me that Glen, having failed to keep up with his rent for some time, was now nowhere to be found. As a result the space was about to be cleared out and re-let to another tenant. Did I want my car back? Um, yes actually.

Saturday found me at the body shop taking possession of a do-it-yourself Citroën kit so thick with dust that upholstery was pretty much optional. I started trawling the building for doors, windows, bumpers, fenders, seats, head-lights and anything else that looked as though it might fit into the puzzle. Most of the body parts were primed but nothing except the roof had a finish coat on. By about 4 p.m. I had most of the obvious bits bolted on or at least stacked in identifiable heaps nearby and my very good friend Rick had arrived to help get the thing out of the shop. Needless to say it wouldn't start. We towed it out with my Le Car (Ah! Quelle ignominie!) and rolled it into a parking space outside, fortunately downhill from the shop. There we wrapped it up in a large tarpaulin, the better to withstand the late-spring Calgary snowstorm that dumped 15 cm of wet snow on everything the next day.



I thought it was fairly safe where it was for the time being but late in the week the landlord called again and asked me to get it off his parking lot so they could spring clean the place. Another frantic Saturday ensued during which, with

Rick's invaluable assistance, we got the car started and drove it (sans license or insurance) the half-dozen blocks across the industrial park to Rick's building. There it sat while I looked for another (hopefully more reliable) body shop to take on the project.

As luck would have it Dunwell Auto Restorations, just down the street, agreed to paint the pieces and more or less put it back together. This they did, incidentally straightening the frame and sorting out various shortcomings of Glen's work. When I got it back, late in the summer, it was bright

yellow - a genuine Citron. Not many people get the visual pun until it is driven home to them.



Rick generously offered me space in his loading bay in return for helping to clean it up a bit. Over the next few weekends I was able to re-assemble the lights, ensure that all were working and prepare to move the Citron home.

Or at least close. Another of my friends, James, offered me the unused half of his double garage to complete the reassembly process and since this was located about two blocks from my own home I gratefully accepted. Had he suspected it would take four years to get rid of the thing he might have charged rent.

Work could only, realistically, take place during the warmer parts of the year since the garage was unheated. Being fully employed and wishing to be remembered by my family I could really only manage a day each weekend to work on the car. Gradually it came together. A trip or several to Ron (the mechanic) and a bunch of new parts from Brad Nauss eliminated some small hydraulic leaks, improved the ignition system no end and eventually saw a new clutch installed.

### Serenity now!

During the cold months I would do my research. I joined the Club from whose newsletter I discovered the existence of Brad Nauss, Citroën André and other sources of parts and advice. Newsgroups, blogs and mailing lists on the internet were also quite common. It was from DSeries-L@yahoo-groups.com that I discovered the existence of Tony Jackson's Green and Red CDs with PDF versions of much essential information including official parts and service manuals. Thanks to my virtual community of CitHeads, Citroën maintenance is now if not exactly a pleasure then at least a practical proposition.

When the mechanical fuel pump started squirting gas all over the engine bay I decided to go for an electric one. Over the years I had written off a starter getting the car to go after months at a time of idleness (the car was idle; \*I\* was not). Having an electric pump means a lot less cranking and, as I found out, allows one to notice when the carburetor needle valve isn't doing an effective job.

A new water pump went in when the L-shaped linkage between the clutch cable and the fork sheared its bolt off necessitating a tow home and much pardon-my-French as I struggled to extract the remains of the bolt. When I

went to put the old water pump back on I realized that it was only luck and convection that was providing any cooling at all. Pioneer Motors in Edmonton no longer carried much Citroën stuff by this time but in exchange for about \$300 they managed to ship me a brand new water pump.



A few moderately long journeys before I left Calgary convinced me that the worst of the problems were solved. The Citron seemed quite reliable if rather noisy. It was in this condition that it had to face its greatest challenge: a trip across Canada from Alberta to Nova Scotia. By truck. I'm not totally insane but finding someone to undertake the transport nearly completed the process. No company in Canada that purports to ship cars around would even consider the prospect. Eventually I lit upon an outfit in the U.S. who said they would take it. I packed all the spares that would fit into the car and prayed to Mercury to get it there in one piece.

When moving day arrived and no one had come to pick up the car I started to get worried. That's not to say I wasn't worried beforehand. It's just that there were so many other things that had me worried already, the Citron didn't even make the top ten. Accordingly I left it in the care of my friend Rick along with copies of the relevant section of the owners' manual that deals with loading and securing the vehicle for transport.

We arrived in Nova Scotia about three weeks before any of our belongings hove into view. Needless to say, the Citron arrived on the same afternoon as the moving truck. Might as well get all the chaos over with at once. There was little visible damage although somehow a rear hubcap had been dented. However, although it fired up without a problem it sounded like a tank and a quick look underneath revealed a long score line taking in part of the muffler (brand new, dammit) and a gash in one of the tailpipes. It was obvious that someone had moved the car without waiting for the suspension to rise. I tried to claim the cost of a new set of tailpipes from the shippers but they said it couldn't possibly have happened on their watch and it is true that a conventionally suspended car would probably have been fine.

The day I drove this bright yellow unidentified floating object into Hiltz's service station was a memorable one affording me instant celebrity status. Todd Hiltz is a soft spoken man who spends his life fixing just about anything anyone can drive onto his lot no matter how filthy, rusty, clapped out or (and this is the important bit) weird. If I can explain what I want done he'll give it his best shot. He is now familiar with changing oil filters, setting valves,

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...Still Life - continued from page 9

performing provincial vehicle inspections and repairing tires on rims that won't fit on his tire removal gizmo. His rates are reasonable and I am happy to report that his training is proceeding nicely.

The Club membership roster tells me there is a fellow DS addict living a mere 120Km or so away and a phone call to him further revealed that he has the means to re-inflate suspension spheres. Sometime in the next few months I am planning a trip in his direction to see if this is all true.

Meanwhile, back at the ranch the only place to keep the Citron more or less covered was in a car shelter, one of those tent-like constructions. Located as we are within spitting distance of the Atlantic Ocean it was hard to keep the shelter on the ground: the weather would just blow in one end and out of the other. It was not a kind introduction to Nova Scotia and in the two years it took to get our new house built the Citron came down with a nasty case of rusty gas tank. This showed up about the same time as a melanoma tumour on my foot. I very nearly offered the car with me in it to anyone needing a boat anchor. Since I didn't immediately succumb and since there appears to be a surplus of boat anchors in these parts I eventually talked Todd into helping me extract the tank and treat it to a dose of POR 15. This appears to have done the trick. Of course, the fact that the car now resides in a semi-heated humidity-controlled garage is probably helping a lot too.



Right now I am awaiting parts for the rear suspension, the roof leaks and the parking brake needs adjusting before the next inspection. And the transmission whines. My friends like the car: they say it makes driving safer by keeping me off the road.

I am never going to catch up to this thing enough to claim it is in "good" condition but with any luck I can have fun driving it until one of us expires, which I hope won't be any time soon.



It seems there is still life with Citroëns.





[www.CitroenImportServices.com](http://www.CitroenImportServices.com)

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We restore, import, repair, and provide parts support for the 2CV, and other models. All cars received galvanized frames, new seat covers, bumpers, new soft top, new chrome trim, mud flaps, and much more as standard equipment. We also offer many other options such as powder coating, new engines, and other custom work. The sky is the limit!

We also offer a complete parts services with a catalog currently available for download from our website, or mailed to you upon request. An online parts store will be coming soon. As a CAC and CCNA member you are entitled to a 5% discount on your first order just for trying our service.

Along with 2CVs, we can provide other models. These can include the Ami, Dyane, Truquette, Acadiane, DS, Traction Avant, and others. We provide full import services from Europe and look at unique requests as opportunities for new friendships. Thank you for considering our services. We look forward to serving you.

### ***NOEL***



## Get Geady for an Atomized 2CV!

by George Dyke

The Burton is a handsome kit car modification to the 2CV. In 1993 brothers Dimitri and Iwan Gobel founded their company. Initially they specialized in servicing 2CVs and assembled 2CV based Lomax kit cars, but their ambition was to offer their own design. Dimitri applied his engineering genius, and Ivan applied his business savvy operational skills. With their passion for car design and technology, the brothers combined the chassis and drivetrain of a practical car they had come to love, the 2CV, and a beautiful glass-fibre body. With careful attention to detail, and the highest quality fit and finish, they built the Burton, clearly a notch above other 2CV based kit cars. Production began in 2000.



Drive one (I had the pleasure of taking CAC member Pauline Hamel's Burton for spin at Rendezvous 2007) and you will quickly appreciate its sports car performance and comfort. Compared to a 2CV, the Burton carries 1/3 less weight making acceleration, road holding, and braking even better. Luggage space in the Burton is decent. Its success led to the company being renamed The Burton Car Company in 2002.

While the original Burton has sold very well, the style harks back to the classic British sports car. Very reminiscent of a vintage Morgan. The Burton Brothers wanted to offer something contemporary but with tried and proven virtues of the 2CV engine and suspension. This would also keep the car comparatively economical. To do so they initiated a next generation Burton Design Contest in 2007.

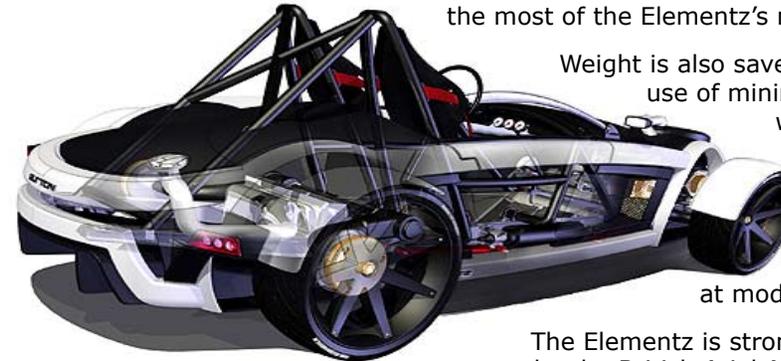
The winning design is this by engineer Rob Wolkers and built over the 2CV architecture. It is called Elementz. Can a car with 2CV mechanicals deliver modern thrills? If initial renderings are any indication, the answer is a resounding yes!

Rob Wolkers describes the Elementz as "a low cost and economic kitcar based on a Citroën 2CV frame, and powered by the original two cylinder engine. To maximize the performance and minimize the drag of this low powered platform, the body is kept light and

aerodynamic. A high dose of healthy adrenaline is guaranteed by its extremely open design which will give the driver a high speed feeling at relative low speeds. An integrated rollbar combines modern safety with increased stiffness of the frame, this adds even more sharpness to the sensational cornering capability of the original platform. The ultimate fun ride for those who dare to face the elementz".



The 602cc 2-cylinder engine sits right up at the front of the car and drives the front wheels through a four-speed manual gearbox, though a five-speed conversion is possible. The engine is mounted in a lightweight carbon fibre frame, which makes the most of the Elementz's modest power.

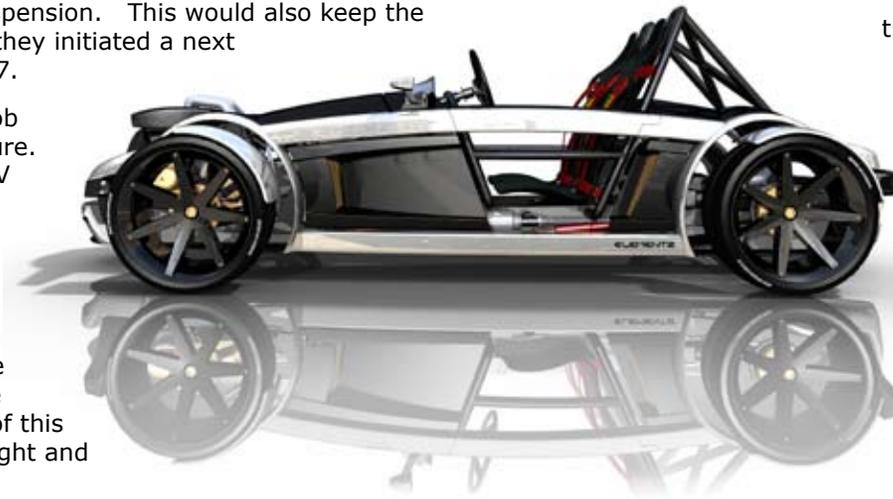


Weight is also saved through the use of minimal bodywork, which Wolkers says gives the impression of driving quickly even at moderate speeds.

The Elementz is strongly influenced by the British Ariel Atom sports car that was introduced in 2004.

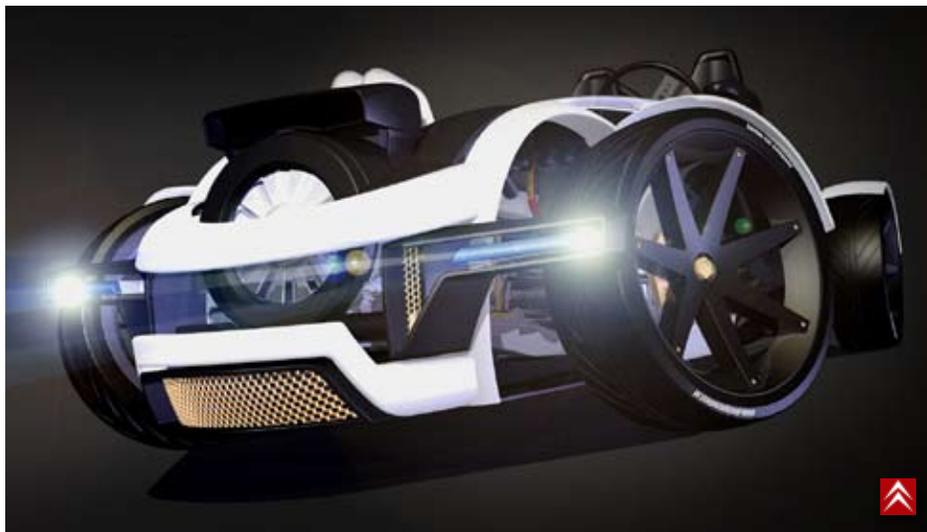


Built around a tubular cage and equipped with a screaming Honda supercharged Honda 500 bhp V-8 motorcycle engine, It redefined performance benchmarks and design. And it can flat-out rip and out corner any street legal Ferrari.





Like the original 2CV based Burton though, the Elementz is not about taking on exotics. The plan is to offer the Burton Elementz as a collection of parts for the owner to assemble at home, to take on other exotic kit car rip-offs, and deliver practical (read 2CV) sports car enjoyment, in 21st century style!.

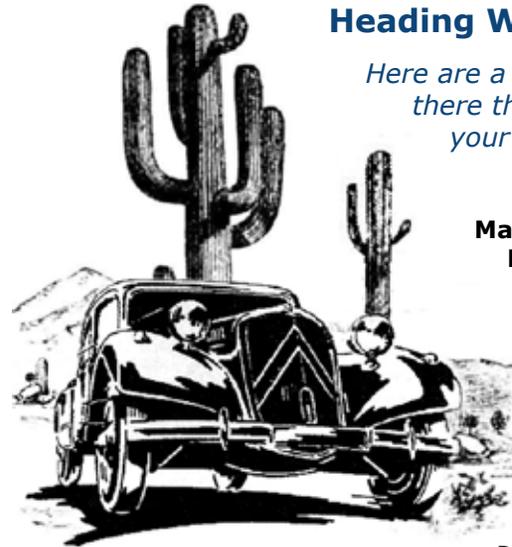


*The editors, George Dyke and John McCulloch, are always delighted to have contributions to CITROËNVIE! We are looking for articles on events, cars, people or any other item that you think might be of interest to Citroën fanatics. Please send us a picture or two. We can do the rest.*



## Heading West This Year?

*Here are a few events happening out there that you may want to fit into your agenda:*



**May 24 - Sept. 7 - Hudson's Hope, British Columbia, Canada.**

**An exhibit and celebration of the 75th anniversary of the 1934 Charles Bedaux Expedition that attempted to take five Citroën half-track "Kegresses" across the Canadian Rockies.**

**Jun 12 - 14 - Salinas, CA**

Rendezvous 2009 Presented by the San Francisco Region Citroën Car Club. 3 days of riotous Citroën enjoyment. Méhari burnouts, stair climbing competition & awards dinner. Details at <http://www.nwcitroen.org/>.

**Aug 7 - 9 - Barneveldt/ Spring Green, WI** Citrowisc - CCNA & CAC Meet. A tour of rural Wisconsin that includes: House on the Rock, Taliesin (Frank Lloyd Wright's architectural landmark & residence), and Botham Vineyards visit plus Vintage car show, where Citroëns will be the featured stars.

**Aug 23 (Sunday) - Dana Point, CA** Beach Blanket Bijou. Sunday 11AM. A fun day of beer, beach blankets, bongos and Citroëns at the State Beach in Dana Point. Citroëns will back into parking spaces for a tailgater!

**Sept 20 (Sunday) - Echo Park, CA** Hydraulics Clinic & Potluck & BBQ. 2609 Berkeley Ave, L.A., CA 90026. Conveniently located between the 2, 5 & 101 Hwys. Info - [atmus@sbcglobal.net](mailto:atmus@sbcglobal.net) - 213-484-5222.

**Oct 11 (Sunday) - Agoura, CA** Agoura Electrical Clinic with Bill Heacox, Master Citroën electrician. Learn how to unbundle all that green wire & interpret faded useless colour coding. At the home of Tony Delloso 28453 Foothill, Agoura CA - 818-706-1277.

**Nov 1 (Sunday) - Van Nuys, CA** The Best of France & Italy Car Show 9AM - 4PM. Usually a great turnout of Citroëns! Also many other rare & exotic automobiles of Franco-Italian persuasion. Info - [www.franceanditaly.com](http://www.franceanditaly.com)

## CAC Spring Outing - Discovering Toronto

by George Dyke

Our typical spring driving outing took a new twist this year, and one that all participating in it thoroughly enjoyed. Doug Pengelly suggested that we make it into a "adventure hunt rally" and focus it on downtown Toronto. That way most people wouldn't have too far to drive for our first road trip of the year, and our members would get an opportunity to learn some new and interesting things about our city.



On Saturday morning, May 4, we gathered at the Grenadier Restaurant parking lot in High Park (our summer monthly meeting locale) and set off on the hunt armed with eight pages of directions (meticulously prepared by Doug Pengelly and Jennifer Webster) and a map of Toronto in case interpreting directions went horrendously wrong.

Earlier that morning we had a strong hail storm that dumped about marble sized ice pellets throughout the city, but by the time the event started rain had for the most part subsided except for a couple of liquid downbursts that we encountered along the way. A little dampness didn't deter us one iota from the fun! Doug's course had us on the road for about two hours answering a bunch of skill testing questions that we had to discover the answers to along the way. For example, did you know that the Liberty Grand building at the



CNE was once the Ontario government building? Or that the west end of Queen's Park (the legislature) was destroyed by a fire in 1901? I got to discover that Casa Loma had 9 bathrooms in it. And that awesome custard tarts are available from the Caldense Bakery & Pastry shop - a Portuguese icon at 335 Symington Ave.



We ran through various neighbourhoods soaking in (literally) the diverse culture that Toronto has to offer. And with almost a dozen Citroëns darting about, we left people scratching their heads in amazement from seeing a bunch of Citroëns in downtown Toronto.

Doug had it planned that we all end up back at the High Park Curling Club.



*continued on page 10...* 

...CAC Spring Outing - continued from page 15

Timing wasn't the factor for winning the event. It was all about getting the questions answered correctly. Larry Lewis and his navigator Agnès Sesboue won first place event. John McCulloch and Chris Deja placed second and Marijke and I managed a 3rd place finish. We had a lovely BBQ lunch capped off by an award ceremony where everyone got a prize for participating. As we dined, the skies cleared and the sun graced us for some photos before we departed with unanimous resolve that we will have to do another "adventure hunt rally" next year.



Thanks to Doug and Jennifer for organizing this event. What a way to kick-off the year!



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



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## A Citroën Story, 2CV that is...

by D. Lowell Nissley (Sarasota, Florida\_

I was driving a truck on June 7, 1972, and was in Lancaster, Pennsylvania when my tractor was disabled for a valve job. A recent ad in the Citroën Newsletter offered a '65 2CV for sale (\$775) in Chadsford, PA. A phone call later and some hasty maneuvers by my father-in-law with a long-time friend and Ford dealer, the purchase of the 2CV was completed even though it was a weekend. My wife and I had a fun time driving back to Goshen, Indiana and thus began a thirty-seven year long love affair.

Arriving in Goshen the car went to our son in college, later to our daughter, in college. When she went on to other things, the 2CV became our second car for the next 35 years—it even moved with us from the ice & snow of northern Indiana to the sun & fun of Florida. It became our "Family Pet" and second car.

Fast forward:

The temperature was 40 degrees (cold for March in Sarasota) at 6:AM on March 3, 2009 when we hooked up the 2CV-camper to the 2CV and headed south for Miami. In Fort Myers we made a breakfast stop but after



the bacon & eggs, the 2CV sensed that something not good was going on and refused to start. A service truck was summoned and a jump start and \$25 later we were on our way again. Just three blocks later in the middle of the busiest intersection (the policeman's words) in Fort Myers the 2CV refused to go another millimeter. A tow truck just happened to be passing by and stopped. He informed us there was only one place in town that would even have a clue as to what to do, and it was only a few blocks away. It was really embarrassing to be hauled away on a tow truck like some common lesser-bred breed. Our destination now was VW Ranch owned and operated by Robert M. Simon. Between Robert and Jens Hardt the trouble was traced to the generator—it was still the original. Jens had finally eliminated the voltage regulator and traced the problem to the generator. He polished the armature and cleaned the grooves, Voila!! It works!! If I had just thought to do that simple chore before leaving home I would be \$170 richer and we would have made our agreed 3:00 appointment in Miami.

Adding to our timing problem, we changed our planned route from Naples to the museum in Miami and got lost in Miami arriving at 9:00 pm instead of 3:00. Aside from the generator protest, our pet performed the 200 mile

trip flawlessly. In Miami the 2CV & camper was a sensation—even after dark. Wherever we stopped crowds flocked around it. One man stopped, ran across the street and said, "I want to buy it!" We got many "Thumbs-up" from cars driving by. One man yelled and shook his finger, "Don't you ever sell it."

Well, the evil deed is done. Our beloved 2CV has joined the over 200 car private collection in the basement (dungeon) of the Trump Grande Tower in Sunny Isles Beach. It has 167,205 km on the original odometer, and cost us 12 cents per mile @ 45mpg.

Two days later we were hit with "Seller's Remorse" but what has been done has been done. Hopefully it will show up some time in the lobby of a Trump hotel or maybe at the Fort Lauderdale Airport.

PS:

Ralph Eckhoff, wherever you are, thanks again for your genius and creative work in putting together the camper. 

---

## To Hell with Red or Green Fluid.

### Try This Stuff!

Who says you can't buy a Citroën in the USA? New Citroëns have been available in the US for over a decade!

Ketel has been offering their Citroën vodka in the US for the past 10 years! And, unlike Citroën cars over here, it's become very popular! That may be attributable to its incredible smoothness or that longtime Citroën owners in US have taken to drinking it to cope with their problems!

Whatever the reason for its success, it is a lemon flavoured Vodka that you can sip straight or on the rocks with no fear or having your throat scorched. It doesn't have any nasty metallic notes, which many cheap vodkas possess in spades. There's nothing sugary, saccharin, or over the top about its taste. Too often flavored vodkas are made to taste like Kool-Aid.

Ketel One, Citroën is extraordinarily smooth. The lemon note is present, but not overly so, and it finishes smooth and dry. Now you can drive a Citroën or drink one.

Just don't combine both! 



## Le Béliveau DS

by George Dyke

We came across an old photo of a DS painted in the team colours of the Montréal Canadiens hockey team. Close scrutiny of the photo reveals that it was a 1970 DS21. A Canadian spec car that had the typical North American turn signals, (above the bumper in the front and straight chopped coronet rear turn signals in the rear. The headlights were the European turning version "cat's eyes" under glass covers and offered as standard equipment in Canada at that time. And the dash was the later version, with the three circular gauge cluster of speedometer, tachometer and warning lights. The car was not equipped with headrests. The door handles were the older exposed type.

It would appear that it was painted in the "Habs" colours by Citroën when they were headquartered (for Canada) in Montréal. Given that they made the effort to paint the car this way, with a "4" on the rear side post, we assumed that someone in the Montréal Canadiens' organization was the recipient of it. And since Jean Béliveau was the team captain in that era, and # 4, we wondered if he would have been awarded the car at the time?

For those of you that don't know about the heyday of professional hockey in the NHL, then you may not have heard of Jean Béliveau. He is a hockey legend, playing for the Montréal Canadiens for 17 years (from 1953 to 1971) scoring 507 goals, 712 assists in 1,125 NHL regular-season games plus 79 goals and 97 assists for 176 points in 162 playoff games. His jersey number (#4) was retired on October 9, 1971 and in 1972, he was inducted into the Hockey Hall of Fame. After his hockey career he was so much admired and respected that he was given dozens of awards and was in 1994, offered the position of Governor General of Canada, which he modestly declined. Instead he devoted his time to the Jean Béliveau foundation in Montréal, a charitable organization that is now part of the Society for Disabled Children.



The original archive photo that peaked our interest.  
The DS is masked by a Renault 10.

Jean  
Béliveau  
today



I wanted to know more about the car and wondered if he could shed any light on it? I contacted the Béliveau foundation and asked a very nice lady there and explained that I was writing a story about this photo and does Mr. Béliveau remember the car? She wrote me that that indeed he does recall the vehicle and that he would be in touch with me.

Imagine my delight a few days later when my phone rang and the voice on the other end said "Mr. George Dyke?", to which I replied "yes". And then the voice pronounced "Jean Béliveau". Wow, I was humbled.... I met Mr. Béliveau once before, when I was about 10 years old and lived

in Montreal. My mother had taken me to the eye doctor's office and Mr. Béliveau was there for an appointment as well. I don't remember much about my youth, but still recall meeting him that day and how kind and welcoming he was to a gawky kid who was shaking hands with the a true hockey legend and one of his childhood heroes.

Not wanting to take up too much of Mr. Béliveau's time, I turned the conversation the the mystery Citroën. He cheerly said that he drove the car for almost a year. The marketing department of the Montréal Canadiens had a deal with Citroën if he would use it for a while. Citroën promoted the vehicle, displaying it at some venues and placing an ad in a local hockey magazine.

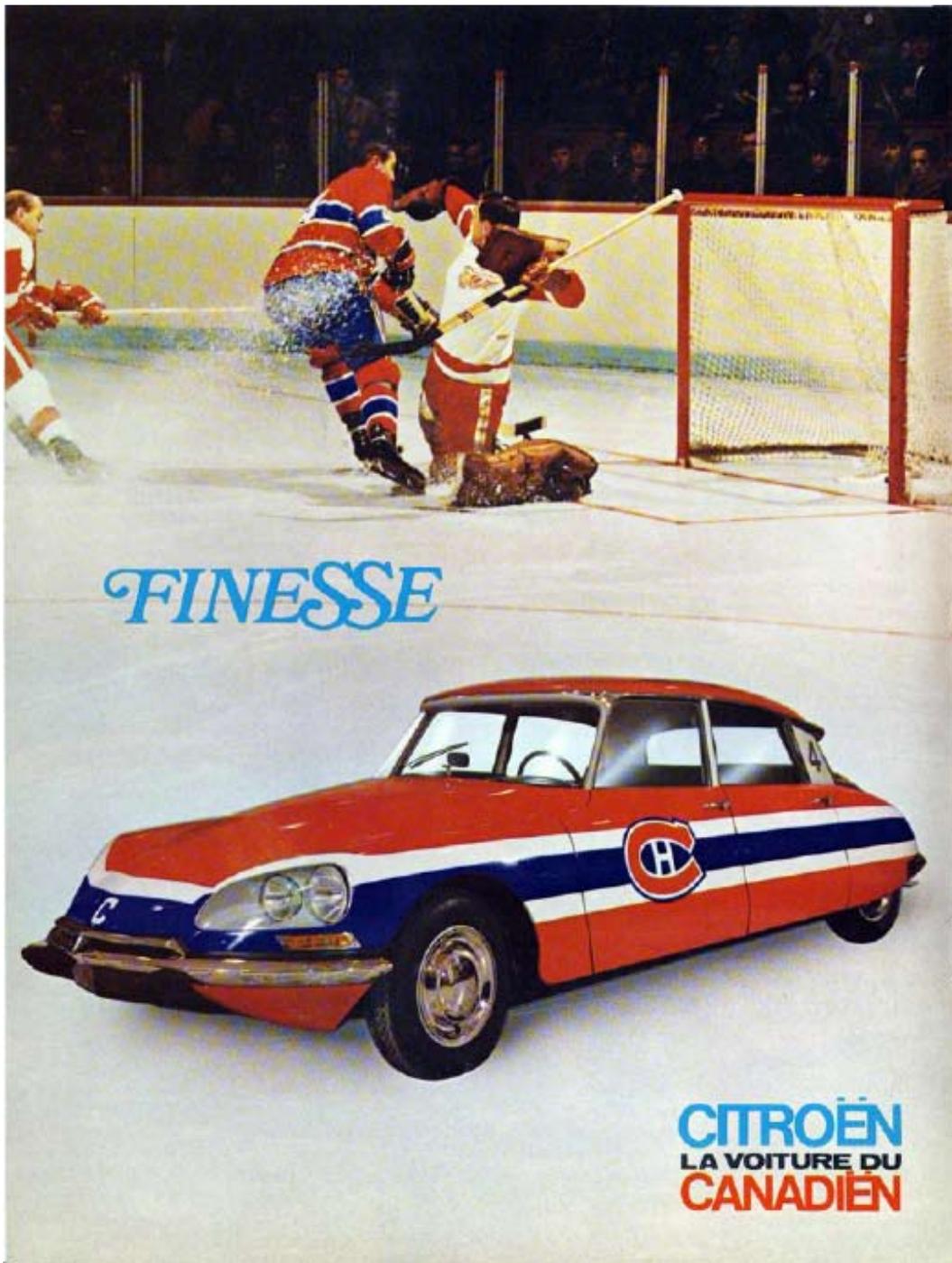
Mr. Béliveau said that the used the car and thoroughly enjoyed it.



He remembers raising and lowering it. He used this feature functionally to flatten the snow beneath the DS during the course of Montréal's quite severe winters. And he recalled the comments he got from people he transported in it, saying it was like being in a living room.

He drove it to the hockey games at the Montréal Forum (where the Canadiens played) on Atwater and St. Catherine streets. And he particularly enjoyed it's highway ride, and recalled how it impressed him on a trip to Québec City about three hours away.

Why did you have the car for only a year? I asked, pretty much anticipating his response: "I gave it back because everywhere I went in it, the Citroën caused such a spectacle, attracting so much attention, that driving it really



became a nuisance. Oh my! What a spectacle it caused! It was a very comfortable and practical car, but not practical for me to drive because it stood out everywhere I went. I felt I had to give it back to the Montréal Canadiens, after about a year."

He chuckled about his recollections and summed up his thoughts saying "Yes, it was a very nice car. In hindsight I guess I should have kept it!"

Who knows where the DS21 is today? It certainly is a one-off Citroën and now a true legend, much like Mr. Béliveau himself.

*Citroën promotional ad. Note the #4 - Jean Béliveau's jersey number - painted on the rear quarter post, and the 'C' - for Captain of the team, painted on the hood!*



*...CAC President's message - continued from page 15*

that seem obvious in the broad sense, but remain clouded in obscurity. With no proactive measure taken to deal with the situation, people who have devoted a sizable portion of their lives to own and enjoy these vehicles here in North America are once again the ones that have been ultimately shortchanged.

A shame on one hand, but on the other it opens a new chapter for a new entity, CITROËNVIE, which we have launched and appears to be flourishing. Our mantra is simple and clearly stated here and on our website. We are very open to listening to our readership and acting democratically in the best interests of our Citroën community members.

However, because we are now completely disassociated with the CCNA, we now must compete with the CCNA for membership. I would ask that you judge us by our product and commitment to you. We are making a sincere effort to publish classic Citroën related information at a very high standard. If you feel we are doing an admirable job at meeting these goals, I hope you will support us to continue our effort by committing to a paid subscription to CITROËNVIE or by becoming a member of Citroën Autoclub Canada. Want to know how more? Look in here, on-line or just ask me at [gdyke@sympatico.ca](mailto:gdyke@sympatico.ca) or John at [jmcculloch8@cogeco.ca](mailto:jmcculloch8@cogeco.ca).

You can definitely help, and we would be happy to tell you how, financially or otherwise.

Sincerely,

- George Dyke  
 President, Citroën Autoclub Canada &  
 co-editor of CITROËNVIE ! magazine



## What's New At Mother Corp.

by George Dyke

Although Automobiles Citroën may be having a few poor few sales quarters, that hasn't stopped it from demanding that its dealers invest ,€100,000 to €150,000 each to spruce up their locations.

This February Citroën stated that its "dealer network MUST play a major role in a new global re-branding campaign", insisting that its 3,300 dealers overhaul 8,000 sales and service centers world-wide over the next five years.

"We are going to ask our dealers to make a real effort, but we're going to take a pragmatic approach for the evolution of our existing showrooms," said then Marketing Director Xavier Chardon during a presentation of Citroën's re-branding initiative.

Along with featuring Citroën's new revamped chevron logo and adopting a modernized red and silver gray color scheme in dealerships, Citroën wants its new "Creative Technologie" slogan and revamped chevron logo to appear on every-thing from dealer letterheads to sales staff's business cards. "We are going to ask our dealers to make a real effort," Chardon said, expecting to transition them to:

- Welcoming customers within 3 minutes
- Answer Web information requests in 2 days
- Systematically offer test drives
- Present formal, personalized sales proposals
- Meet delivery times
- Mail follow-up inquiries in 5 days

"We need to end the totally heterogeneous nature of the network, and move toward something more homogeneous, more standardized," Citroën France manager Alain Favey told Automotive News Europe. You might think that would mean tying sales and service a little tighter at each dealership. You would be wrong! Dealers have been told to create open, transparent show

rooms while clearly separating service centers behind a bright red exterior or interior wall.

But at least they have set their aspirations on getting their act together to be number 1, correct? Well, not exactly; The mid-term objective is to move the French brand into the top five for customer satisfaction, Favey said. Citroën ranked ninth out of 25 brands in the J.D. Power and Associates 2008 customer satisfaction survey in France. While BMW ranked number one at 81.5%, Citroën at ninth place had a rating of 79.6%, an increase of 5% over 2007. Audi and Honda were second and third respectively. Interestingly none of the top three brands landed in the top ten sales figures.

While Citroën ranked 20th out of 23 brands in the German survey, sales overall increased by a slight .2% in a market that declined by 2%.

In the UK Citroën ranked 24th out of 28 brands. Sales were drastically curtailed not through dissatisfaction with the brand but because of a decline in the value of the Pound against the Euro.



### March 29, 2009: As the tumbrels roll by...

PSA Peugeot Citroën has removed CEO Christian Streiff weeks after it announced huge losses and a massive programme of job cuts. The company's supervisory board chairman, Thierry Peugeot, announced the departure of Mr Streiff in a statement. "Given the extraordinary difficulties currently faced by the automotive industry, the supervisory board decided unanimously that a change in the senior leadership position was necessary," he said.

While Mr Streiff, 54, a former CEO of Airbus, had been in the post for little more than two years, he had been suffering from ill-health for much of that time.

The firm, Europe's second-biggest car maker and



Outgoing Citroën CEO Christian Streiff.



Incoming Citroën CEO  
Philippe Varin.

the world's fifth largest, reported an unexpected 2008 net loss of 343m euros due to slumping sales.

Strieff will be replaced by Philippe Varin, current chief executive of the Anglo- Peugeot on June 1, with an interim boss being appointed until then. Peugeot went on to say "I am confident that under the leadership of Philippe Varin, the group will be able, with all the teams, to unlock its potential".

With 1 in 10 French workers employed in the car industry, France's President Nicolas Sarkozy has promised that the sector will not be allowed to collapse. The government has already agreed to lend Peugeot-Citroen 3 billion euros with a similar loan for rival firm Renault. Nevertheless the company plans to cut more than 11,000 jobs this year. Assembly line workers will certainly be affected but so will middle management as Citroën trims its workforce.

Let's hope Thierry Peugeot and the Board will have the fortitude to support Mr. Varin while Citroën rides out the recession and remains in tact! 

### Fengshen Anyone?

While Citroën new models created in their French design center, have a distinctive design flair, it's apparent that the same level of talent does not abound in other design locales. Witness their new Chinese offering



introduced in April at the 2009 Shanghai Auto Show. The Dongfeng Fengshen, a compact sedan built on a modified version of Citroën's long-gone ZX platform, sports the evolutionary appearance of a Chrysler Sebring. Hard to believe that Italdesign had a hand in this.

The 4.5 meter long sedan is powered by a 1.6-liter, 105-horsepower, four-cylinder gasoline engine. It went on sale in China in May, competing against domestically produced small sedans like GM's Buick Excelle, Hyundai's Elantra and VW's Jetta. Is this thing aimed to be a Chinese Checker cab, or does Citroën hope to go beyond fleet sales, and appeal to individual car buyers? Sales numbers (or lack thereof) will soon indicate if the Chinese appreciate Dongfeng's definition of contemporary style! 



The screenshot shows the Citroën Autoclub Canada website. At the top, there's a navigation bar with tabs: HOME, ABOUT US, EVENTS, GALLERY, MARKETPLACE, ARTICLES, LINKS, and JOIN US. Below this, there's a 'News & Updates' section with a text block: "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, ...". To the right is a 'MEMBERS' section with a login form: Username: [input], Password: [input], and a Login button. Below that is a 'Recent Photos' section with a 'MORE >>' link and two small photo thumbnails.



**Update**

Further to our story in the spring issue of CITROËNVIE about the record breaking 335,000 € sale of this DS23 Cabriolet, Richard Boudrias writes from Montreal to say it was purchased by a VEA (no less) club member called Ivan Ginioux! Reportedly the car is remaining in Euorpe! 

## CitroWisc CCNA/CAC Fall Meet

**August 7-9, 2009  
Spring Green-Baneveld**

*In the verdant, rolling hills  
of southern Wisconsin*

### Event Details

When: Friday, August 7 through  
Sunday, August 9, 2009

Location: House On The Rock Inn  
400 Springs Drive  
Spring Green WI 53588

### Event Schedule:

#### Friday

- Registration after 1:00 p.m. at the Inn.
- Reception: 6 - 8 p.m.

#### Saturday

- House On The Rock Tour (included in registration)
- Lunch available on your own
- 1:00 Road trip to Mineral Point WI.
- or free time (see list of independent activities in article)
- 6:00 Gather at HOR Inn
- 6:30 Banquet/Award Ceremony

#### Sunday

- 7:00 a.m. Continental breakfast at HOR Inn
- 8:00 a.m. Road trip to Botham Vineyards, Barneveld WI for  
Vintage Celebration Finale
- 4:00 Conclusion

### \$75 Registration fee includes:

Friday night reception, House On The Rock tickets (good all day Saturday), Saturday night banquet, Sunday Botham Show with luncheon. More info in the enclosed article and registration form.

CitroWisc is hosting this year's Fall Meet in Spring Green, Wisconsin on August 7-9, 2009. The meet, sanctioned by both the CCNA and the CAC, has traditionally been held in September. To take advantage of the August weather in Wisconsin and to tie the meet into the fantastic Botham Vineyards



### CitroWisc CCNA/CAC Fall Meet Registration Form

Spring Green Wisconsin August 7-9, 2009

*(One form per family or unit.)*

Registration Fee - \$75.00 per person (includes welcome reception, House On The Rock tour, Saturday banquet and Botham Show registration with luncheon.

NAME \_\_\_\_\_ PHONE \_\_\_\_\_

ADDRESS \_\_\_\_\_

EMAIL \_\_\_\_\_ CAR MODEL \_\_\_\_\_ YR \_\_\_\_\_

We will be staying at House On The Rock Inn, 3591 State Road 23, Dodgeville, WI 53533. Rooms will accommodate 4 persons in 2 beds. Friday registration and reception will be there as well.

Please book hotel accommodations on form below:

#### Package 1 - Two Nights Stay

\_\_\_\_\_ = \$75.00 x \_\_\_\_\_ (no in party) event registration  
(per person, mandatory)  
\$258.00 (plus tax) hotel accommodations  
\$ 14.19 Sales Tax 5.5%  
\_\_\_\_\_ Total

#### Package 2 - One Night Stay *(please indicate which night \_\_\_\_\_)*

\_\_\_\_\_ = \$75.00 x \_\_\_\_\_ (no in party) event registration  
(per person, mandatory)  
\$129.00 (plus tax) hotel accommodations  
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\_\_\_\_\_ Total

#### Package 3 No Hotel

\_\_\_\_\_ = \$75.00 x \_\_\_\_\_ (no in party) event registration  
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Please register by June 30, 2009 with Mark L. Bardenwerper by email attachment or mail. PayPal or cashier's check accepted. Use my email address for PayPal.

For general information call or email:

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708 W. Main St.  
Whitewater, WI 53190

Tel: 262.472.8822  
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citroenid19@sbcglobal.net



# Fashion for the Fast Lane

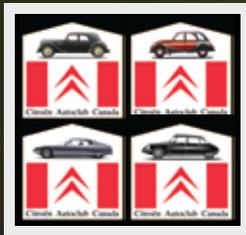
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Pre-payment required. Shipping charges apply. To order - contact John McCulloch: 905.844.8788 or jmculloch8@cogeco.ca

## The Ultimate SUV, Or Monster SOB ?

### A 1959 Land Rover with Citroën Hydropneumatic Suspension

by George Dyke



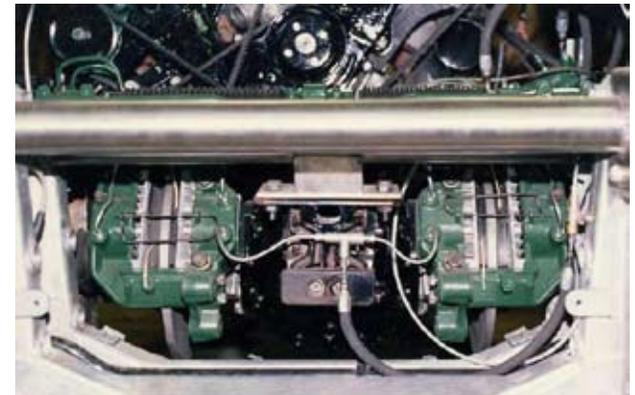
This car was on eBay in April 1. If you saw it then, you probably thought it was an April fool's spoof. Fortunately the pictures posted with the listing showed the construction process. On close examination it was evident that there was some serious work done to fabricate a custom robust stainless steel chassis, and integrate a Citroën SM's hydropneumatic suspension, steering and front brake systems.

To power the four wheels of a "Land Rover" the sensible choice was to forego the standard power plant (a 2286 cc, 4-cylinder, 77 bhp unit) and steer clear of adapting DS or SM engine for the task. Instead a compact contemporary 1985 Nissan 300ZX Turbo engine was fitted, as was the wiring, for the most part. 5-speed transmission, transfer case and front differential came from a 1985 Nissan Frontier/Pathfinder.



(Left & above) Nissan 300 ZX Turbo engine. The Citroën pressure regulator with accumulator sphere and the hydraulic pump are clearly visible on the left of the photo.

(Right) The rear of the chassis, with differential (with inboard brakes) from a Jaguar. The rear suspension arms and wheel hubs are normally found on the front of a SM (or DS). The rear differential and inboard disc brakes are Jaguar. Both differentials are limited slip, at a 3.5:1 ratio.



Front inboard brakes from a SM

The suspension is quite unique;

The rear wheels are set up with tie rods that mount to the frame and the rear toe in is adjustable. This was all engineered consulting with Janet Jones (Indy car driver). The rear toe adjusts according to body lean. The seller claimed that you could really accelerate when exiting a corner, providing you got the tire pressure correct; running 32 bar in the front spheres and 18 bar in the rear spheres, with strong valv-

ing both front and back. The result: a better riding 4x4 than any other. And a compliant one since adjustable DS spheres are used on all four corners.



(Above) The front of the chassis with SM suspension and wheel hubs, SM diravi steering and SM inboard brakes mounted on a Nissan front differential.



(Left) The rear of the chassis, with differential (with inboard brakes) from a Jaguar. The rear suspension arms and wheel hubs are normally found on the front of a SM (or DS).



(Above) Mounting point of front differential.

(Right) Corrosion protection was also considered. The stock body is aluminum, and to maintain a corrosion free environment underneath, the the firewall is hot dip galvanized as are the Citroën sub-frames.



(Left) The Citroën priority valve and brake accumulator mounted on the right hand frame.



Front inboard brakes from a SM



The car had been stored for 8 years, but prior to mothballing it had been driven for about 25,000 miles, to ensure the bugs of such a radical design had been worked out. While the mechanical components have proven to be trouble free, there was further attention needed to fine details, and the interior was in a very crude state. The Nissan Frontier dash had been fitted, but just barely. The interior needed a full re-trim.

Ultimately 12 bids were made up to to \$1,535. US by the expiry date of 10:23 PM on April 3, but the reserve of \$5,000. was not met. One day it may rear its head once again...

An interesting car, but not for the faint of heart!



# 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://www.Citroënautoclub.ca/links.php>

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 Citroën-esque.

## Feature Sites:

<http://www.citroensmaustralia.com/home.htm>



We have listed SM Australia before because to the RHD conversions they have done to over 2 dozen SMs. But on their site they have great SM maintenance hints and restoration profiles of a number of SMs. Some of these beauties are for sale.

**TIP for YouTube:** When you add &fmt=6 to the end of a youtube URL video clip, it plays at higher resolution than normal, provided it was uploaded at higher quality.

<http://www.candokaraoke.com/principal.html>

Mark L. Bardenwerper has put up a technical article that shows you how to measure distributor advance and set the ignition timing with a stroboscopic timing light on Citroën D models.

There is also an excellent page link on the site that takes you to thorough instructional pages about how to rust-proof the D.

Truly a great resource for D owners!

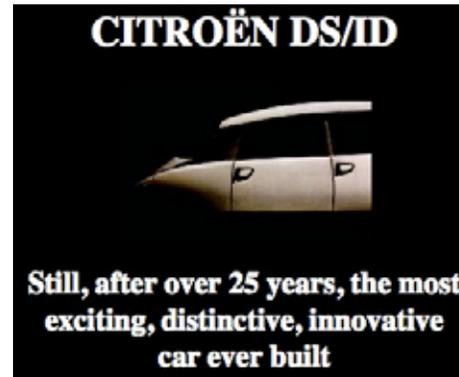


Table of values for adjusting the static ignition timing in relation to distributor advance

- Column A...engine speed at which the timing must be carried out
- Column B...total angle of spark advance in crankshaft degrees in relation to TDC
- Column C...angle of advance in relation to the static timing in distributor degrees

Vehicle Type	Remarks	A Speed in engine r.p.m. to carry out timing	B Total advance in crankshaft degrees	C Advance in relation to static setting in distributor degrees
DS Oct. 55 to July 59	Distributor with double contact breakers Curve C1	2000	22°	3°
ID Civil Feb. 64	Vacuum advance capsule disconnected Curve C2 and D1	2000	22°	3°
DS Feb. 59 to Sept. 63	Vacuum advance capsule disconnected Curve C3	2000	22°	3°
ID Feb. 64 to Sept. 64	Vacuum advance capsule disconnected Curve C3 and D1	2000	22°	3°
ID Sept. 64, Sept. 65	Curve C4	2000	20°	3°
DE Sept. 65 to Sept. 66	Curve C5	2000	22°	3°
DX, DJ, DKK, DJF Sept. 65 to Sept. 68	Mark on distributor DX-05 b Curve C6	2000	18°	3°
DV, DL, DVE, DLF Sept. 65 to Sept. 68	Mark on distributor DV-01 Curve C7	2000	16°	2°
DV Sept. 68 to Sept. 68	Curve C8	2000	15°	1°-30'
DX, DJ, DKK, DJF * Oct. 68 to Sept. 72 DFF Since Sept. 72	Mark on distributor DX-05 Curve C9	2000	20°	4°
DV, DL, DVE, DV, DT Oct. 68 to May 69	Mark on distributor DV-05a Curve C10	2000	24°	6°
DV, DL, DVE, DLF, DTF, Since May 69 DV Since Sept. 72	Mark on distributor DV-01b Curve C11	2000	28°	8°
DV May 69 to Sept. 72	Mark on distributor DV-05A Curve C12	2000	24°	6°
DX, DDXW, DJ, DNF, DJF Since Sept. 72	Mark on distributor DV-05A Curve C12	2000	25°	6°

<http://www.autoshite.com/index.php?id=78>



This site gives you glimpse of some of Europe's most obscure non-exotic cars, and others that are just rotting away. Click on "Barn Finds". Unfortunately many Citroëns and Panhards are pictured. Look to the bottom of the site and click on 'World of Spotting' for some rather interesting snapshots.

<http://www.pompeypuddleducks.co.uk/2cvnews.html>

Citroën's attempt at Formula 1: the MEP!



Back in 1969 Citroën decided to build a 2CV-based racing car aimed at getting children onto the race track. The car initially had a highly tuned Ami engine, but performance was less than expected. It was then fitted with with an 850cc Panhard engine with slightly better results. Even so the project didn't extend beyond this single prototype. Named the MEP this is an extremely rare car and recently turned up for sale at the Beaulieu International Autojumble for £10,000. Needless to say, it was sold very quickly.

<http://www.auto-collection.org/php/index.php?rubrique=Mus%20E9es%20%20France>



*Les musées*

If you are planning a trip to Europe and want to visit a few car museums, this is the site for you. It lists 35 car collections and each one is hot-linked so you are just one click away! And there is an extensive list of Citroën clubs!

<http://www.koolhaas.demon.nl/robri-e.htm>



Jürgen in the Netherlands has published a site showing the model differences from year to year in the D range. There is a very interesting page showing Robri trim on a DS that has the Citroën 'Double Chevron' logo on a red background a year before Citroën introduced that version. Well done Jürgen!

<http://www.bornrich.org/entry/custom-made-citroen-ds-car-couch>



Want the ultimate couch? For a mere 40K Fred Bailey will make you a concours experience for your Citroën derrière. But, at this price we wonder if he started with a DS Chapron?



George Dyke's article about how to shift gears smoothly in a Traction, prompted a response from the Lord of Traction Engineering, Roger Williams. George's advice, though viable, masks a technical solution that Roger has thoughtfully addressed. Well known to the Traction owner's community worldwide for his devoted engineering to improve Traction mechanicals through his company Steam Car Developments, Roger has developed, steering, suspension, driveshafts components that make the Traction Avant, a capable vehicle in original spec, amazingly contemporary and virtually indestructible. He tells how shifts directly from 1st to 2nd (and through all other gears for that matter) can be absolutely precise!

## Traction - Give 'em the Gears -

*a response to last issue's Gear Shift Tip article*

S  
I  
D  
E  
B  
A  
R



by Roger Williams

What George proposed was that when shifting from 1st to 2nd gear, just nudge the gear lever slightly toward 3rd along the way. The reason that my suggestion "works" hinges on the fact that the 'synchro unit' is in fact a speed equaliser. Shifting favouring 3rd gear works because the synchro hub does not return to its proper position. There is an inner and outer part and when in neutral the hub should be a 'solid' unit. The six balls with springs behind them in the outer section should be engaged in the groove in the inner section. When the hub is in this position and the selector rod/fork moved towards either 2nd or 3rd gear, the bronze insert touches the steel cone on the gear and the two rotate at the same speed and you can then get it into gear. That doesn't mean that all is well however...

In the case of a crunching shift such as I described, the inner and outer hub have not returned to their 'neutral' position. When the

gearboxes are operating like this, the top gearshaft is not in its correct position and tends to wear the groove in the outer synchro hub. (The balls with the spring pressure in the outer hub are just on the second gear side of the groove on the inner hub and hence when they mate there is no pressure between the bronze insert and the steel cone on the gear so that the two turn together. The resistance is provided by the balls/springs in the synchro hub and if they are not engaged then the hub is just off centre and then there is no resistance and hence the crunch. By just shifting, the gear/selector rod/fork back towards 3rd gear, this allows the balls to engage in the groove in the inner hub so that when the bronze insert touches the steel cone there is sufficient force from the springs to allow the two items to rotate at the same speed.

In fact you can feel this in the split second before you try and get into 2nd gear because there is no resistance when you push the lever towards 2nd gear. If you are in this position with your gearbox then it would be easier if just before starting in 1st gear you put the gear lever into the 2nd/3rd gate and move it up/down until you feel some resistance - that is when the balls will be in the groove of the synchro hub - and you will not then need to go partially towards 3rd gear when changing up. If you want to actually fix the problem, rather than living with this workaround, Roger describes how to delve into the gearbox:

It is very difficult to do this sort of work with the gearbox in the car. However it is possible if you take the radiator out and remove the crossmember supporting the radiator and then remove the lid. With the gears in neutral very carefully lift the lid off and see where the synchro hub is. It should be exactly between 2nd and 3rd gear. There is no adjustment for the selector rods/forks so the whole of the top shaft has to be moved back or forward so that the synchro hub groove is in the central position of neutral and in the centre of the fork on the selector rod. There is a thrust washer behind the front bearing on the top shaft and you have to make one of this thickness to put the groove in the synchro hub in line with the selector fork. This is a hardened and ground washer and the only satisfactory method is to roughly thickness a specially made one and then finish it off on a surface grinder to give not only the correct thickness but also a good finish. As you will appreciate everything in the gearbox will be worn so this new thrust washer will be quite a bit thicker than the original ones which were around 3mm thick.

If you are going to all the trouble to pull the engine and transmission, you might want to consider a four speed conversion gearbox. Certainly if you intend to use the car to its full potential, you will need an ID/DS19 engine (three bearing crank type 1955/1965) and matching gearbox as a start and a gearchange mechanism from a later DS (1965 - 1975).

[Ed Note: Roger can provide a parts kit to fit it straight into a Traction. Roger's 4 speed modification has been incorporated into the immaculate restoration of a 1940 Traction 11B perfo cabriolet belonging to Louis Grenier in Montréal. Hopefully we will see it at Rendezvous 2009, Saratoga Springs, NY, celebrating the 75th anniversary of the Traction].



# 33RD CITROËN RENDEZVOUS • JUNE 19-20 & 21, 2009

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Drive She Said! is pleased to present another Rendezvous experience in Saratoga Springs, NY that you will not forget. Polish up that crank handle and get ready to celebrate Father's Day weekend 2009 with a new and exciting schedule of events!

New for Thursday evening, June 18th: Reserve early for dinner at Max London's on Broadway. Scheduled events for registrants begin Friday, June 19th: From 11 AM to 1 PM there will be a powerwash set up at the Springs Motel featuring Griot's Car Care products. From 2 to 4 PM, there will be an ice-cream social at PJ's Bar-B-Q. Then get ready for a 6 PM official pool-side registration/welcome party at the Springs Motel. Here, after picking up your registration packet, you are invited to a tail-gate pizza party. Saturday, June 20th from 9 AM to 4 PM: Follow the signs to the largest assembly of Citroens on the east coast to the NEW show field located just across the street from the Saratoga Auto Museum. There will be live music, videos, games, entertainment and parts vendors, Totally Citroen préféré! You may consider pre-ordering a box lunch so you won't have to leave the site. The Saturday events continue at 6 PM with dinner at the Holiday Inn. Here we will hold a silent auction, present the People's Choice Awards and view Cinema Citroen. Sunday morning, June 21st at 9 AM: Join us for a continental breakfast and lawn party at the Saratoga Auto Museum followed by our annual driving tour. How do we include all this for one low price? By encouraging registrants to add something extra in the donation box on the registration form. Your donation helps keep the all-inclusive weekend fee low. Be sure to load up the car, children 16 and under attend for FREE!

Check the web-site [www.driveshesaid.com](http://www.driveshesaid.com) for photos from previous Rendezvous as well as up-to-the-minute scheduling for 2009, complete with links to recommended accommodations. Your early Rendezvous registration assists the organizers in securing the best that Saratoga has to offer. All-inclusive 3-day event registration is \$40, per adult. Early-bird registrations received before June 1st take advantage of a \$10 discount. We look forward to seeing you there! Drive and Enjoy!

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<b>Registration Form</b> <small>(Please Print Clearly)</small>			
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<b>Phone Number</b> (    ) _____			
<b>E-mail Address</b> _____			
<b>Vehicle Information</b>		<b>Names of Additional Attendees</b> <small>Please be sure to indicate the ages of any children</small>	
<b>Vehicle</b> _____	1) _____		
<b>Model</b> _____	2) _____		
<b>Year</b> _____	3) _____		
<b>Plate #</b> _____	4) _____		
<b>Payment Information</b>			
	<b>#</b>	<b>Fee</b>	<b>Sub Total</b>
Adults	x	\$40	
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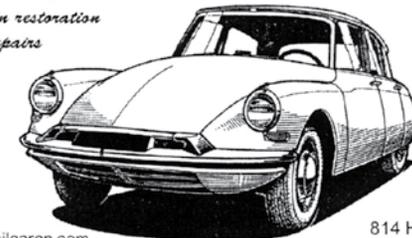
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[Year / model / description / location / date ad



**1985 2CV Charleston.** Burgundy and black. Immaculate condition. Originally owned by Canadian expat. in Japan. 50,000 kms. \$13,500 CDN. Coburg, ON. Contact Ken McFarlane. Tel: 905.377.9934 ON 6/08



**1972 DS21** A "good" daily driver, driven all summer no winters. 100% Rust free. Mechanically well maintained. Needs cosmetic work to bring it up to "very good" condition. \$8,000 CDN Contact Neil at: 647.802.8190. ON 07/08



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Because of severe space restrictions, I need to sell my second **Traction Avant 1953 11BL**. Very solid car. Dry stored. Used in various movies shoots. Seats & headliner good, but needs carpet. Got new paint some years ago. Brand new & correct tires on refurbished rims. Engines runs car but car not licensed. New exhaust. Pictures available. \$5,600.00 CDN. email: minnime@langsdorff.com or call Harald: 905.838.1980 ON 04/09

I am looking for 1971(?) Citroen DS21 Pallas, dark green with black leather interior. The original owner was Tony Maas Sr from Halifax N.S. It was sold sometime in the early 1980's to someone in Halifax. Distinguishing features include trailer hitch, water stain on the headliner above the driver's side interior light and some previous right-sided damage that was repaired. I would be interested in hearing from anyone who knows something of this vehicle. Please email me at seymour\_good@hotmail.com TIA, Tony Maas Jr 01/09



**1966 ID19 Domestic.** 52,543 original km. Fresh silver metallic paint. New interior, top end done, brakes, too much to mention. \$10,000 CDN. For info email: georgestouros@msn.com or call: 416.588.8108 Toronto, ON 04/09



**1953 Traction Avant 11B.** Black. Speedo indicates 30,000 KM. (Probably 130 K). Exceptional condition. Runs beautifully. Chrome is 100% perfect. Has new-style universal drive-shafts fitted, 123 electronic ignition, re-cored radiator & pressurized cooling system, CTA coolant temp and oil pressure gauges (under the dash). Gas tank has been recently fully redone (perma-sealed). Interior was redone a few years back and is in perfect condition, DS removable front arm-rest that is fitted with the same interior fabric. Price \$30K CDN. Contact George Dyke, Toronto. ON 416.498.5904 or gdyke@sympatico.ca 3/09



**1985 2CV Club.** Red. A lot of new parts, new tires, roof top. Excellent condition. \$8,750 CDN. Contact Ivan Dankov: Home tel: 416.626.0191 Cell: 416.648.8744 Toronto, ON. 5/09

## Citroëns for Sale - USA:

[Year / model / description / location / date ad placed]

For Sale, next five items:

**1972 H Van** Yellow with Blue Letters on side (Service Citroën). Great condition. \$8,000 US OBO.

**1969 H Van** Diesel Original Gray with Canvas Top/Back extra engine and transmission. \$6,000 US firm

**1988 2CV** Red (Rebuilt with new clutch) \$7,500 US

**1953 Traction** Needs restore, but runs great. \$3,500 US OBO

**18 foot long fluorescent light**, yellow and blue says: Citroën with chevrons on the end. \$1,250 US

Contact: Pascal Moisdon, 4717 SW 46th Way, Davie, FL 33314  
tel: 954.205.3381 1/08

**8 x SMs.** - I am 85 years old, so it's time to thin out the herd:

2 x 1973 SM 5 speed, \$2,500. US each, 2 x 1973 SM parts cars, cylinder heads missing only, \$1,500. US each. Contact Ray Meyette, 1971 SW 44th Terrace, Ft Lauderdale, Fl., 33317 Tel: 954.583.9097 7/07

**For Sale:** Two (2) opossums who reside in the engine compartment of my 1970 "D" Special. \$5,000 US for the two opossums and I will throw in the one owner Citroën. Doug Trent, Tampa, FL. Tel: 813.932.8891 no email. 1/09

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## Parts for Sale:

Many New/Rebuilt Parts for LHM "D" Model: Hydraulic parts, AM/FM/Cassette Radio; Some Interior Parts, ETC. Have No Computer; Please call NJ: 201.836.3495. Arnold Oshin will send detailed list with prices. 6/06

2 D-model engines and transmissions, 2CV 425cc engine, Dyane transmission, many other D and 2CV parts. All for \$100 USD. Bring a pick-up or mini-van and I'll help you load it. Dave Root, 210 Bay Blossom Drive, Sebring, FL 33876 12/07

2CV roof; black, internal lock, heated rear window; in generally good condition. Was on a 1987 2CV. Contact Al at 416.291.9371 or achsi@rogers.com. Toronto, ON. Price negotiable 8/07



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## Citroën of Toronto

by George Dyke

We have a Citroën XM fan, driver and owner living in Toronto in the form of Guido Bachler. He once worked for Peugeot and it was he who was in charge of the market research in North America. At one point in 2006 he had a stable of Peugeots, including the 607/609/309/306 even the 4007, and Citroën C1, C2, C3, C4, C6 to test drive and analyse them on US roads and get some feedback. Guido says it was the best time of his life!

Peugeot seemed to think at the time that a return was inevitable, especially since Renault who owns Nissan/Infiniti was planning to do the same. He was also part of the launch in Australia, which was much fun.

Now, retired from Peugeot, Guido has decided to launch a little side business importing the XM to Canada. There are good XM's on the Swiss market. Guido manages to cherry pick a few. Last year he imported a dozen and successfully sold them from Toronto.

Guido is testing the waters again this year, bringing in 15 XM's. Right now, the name selection "Citroën of Toronto" has been tantalizingly posted to get the attention of his "old buddies" at Peugeot. It certainly got the attention of CAC! He recognizes that the name has to get changed...

To conform to Canada's importation restrictions, Guido sells Citroëns that are older than the 1994 model year. He claims to be able to get you anything, but his mainstay business is the XM, Xantia and CX. And he says has ways

of getting them into the USA. Contact him for details... We don't want you going to jail!

What are Guido's longer term aspirations? He says that if it grows into something bigger and with his connections gives him a shot at the future and a real dealership... Then so much the better!

You can get the latest info on Guido's new venture at <http://citroenoftoronto.weebly.com/>



## Citro-infatuation: "the leelijke eend" 1954 2CV

by Ary Sala



When I was in the market for a cheap running car to be able to run my business, I was advised that the 2CV would be the cheapest to run. However they were so popular in Holland that none were available. In the meantime I drove an Opel until an old 2CV came up for sale. It didn't look good; as a matter of fact there were holes in the floor but the mechanical part was in a good condition. The car had that greenish colour which made it even more leelijker-uglier. I paid 2100 Guilders for it and off I went to my customers.

My first impression when, it was introduced to the public, was that it was a most unusual design. It looked abnormal and it indeed moved like a duck" The Dutch are always quick to put names on anything. In no time word was out that the crazy looking car from Citroën was called "de leelijke eend" the ugly duck. Still today there are thousands of 2CVs in the Netherlands and they are still called the original name.

The years that I had the car I loved it. Indeed for a student it was cheap to operate. Eventually I repainted the car by hand in white. Also I redid the canvas roof by myself. I truly had the time of my life with it.

One time I was on a holiday trip in Belgium and I slept in the car. Very comfortable! I took out the chairs and put a folding camping chair/bed in the car. No need for a tent for Ary! I had it all...

I owned many different cars after but the "leelijke eend" is always my most memorable experience. I expect to visit Holland next year and I look forward to see my favourite car there many times. Maybe I will drive one.

Was it a love affair? I would say it is more than that. A love affair is usually short but this one is everlasting.



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## CITROËN GALLERY

*Spotted in a backyard in Paris, just a few blocks from the Eiffel Tower, this appears to be a 1963 2CV. Although it has reverse opening front doors, this car has period aftermarket rear side windows not offered by Citroën at that time.*

*Photographed by John McCulloch*

