

CITROËNVIE!

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

2010 No. 1

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Feature Report:

Toronto DS Mystery Coupé History Revealed

- **2CV to 3CV...**
- **The Reality of 2CV Safety**
- **Dining "D style" in Toronto**
- **Winchester - Celebrating 10 Years**
- **Spark Plug Thread Repair**
- **Lou Huppert Remembered**
- **How the 2CV Achieved the World's Softest Ride**
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International Citroën Club Events:

- Jan. 22 - 31, '10 - Retromobile 2010 - at la porte de Versailles (Paris, France)
- May 1 & 2, '10 - Citromobile - Utrecht, Holland
- May 21-23 '10 - Carlisle Import-Kit/Replicar Nationals & CCNA Annual Meeting - Carlisle, PA.
- June 17-20 '10 - 34th Citroën Rendezvous - Saratoga Springs, NY. (Organized by the DriveSheSaid group - www.driveshesaid.com)
- July 18 '10 - Hemmings Concours Invitational - Stratton, VT (will have a show class dedicated to Citroëns).
- Aug. 13-15 '10 - Euro Citro - Le Mans, France
<http://www.eurocitro.org/>
- Aug. 21 -22 '10 - Micro/Mini Car World Meet - Crystal Lake, MI
www.worldmeet2010.com
- Aug. 16-19, '12 - 15th ICCCR - Yorkshire, UK
<http://www.icccr2012.org.uk>
- Summer '13 - 20th International Meeting of 2CV Friends, Spain - location & dates TBD.

About Citroën Autoclub Canada

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

Upcoming Local Citroën Autoclub Canada Events:

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

- Jan. 13 '10 - 7 pm - Monthly Club meeting (indoors) at the Granite Brewery, on the southeast corner of Mt. Pleasant & Eglinton Ave.
- Feb. 10 '10 - 7 pm - Monthly Club meeting (indoors) at the Granite Brewery, on the southeast corner of Mt. Pleasant & Eglinton Ave.
- Mar. 10 '10 - 7 pm - Monthly Club meeting (indoors) at the Granite Brewery, on the southeast corner of Mt. Pleasant & Eglinton Ave.
- Apr. 14 '10 - 7 pm - Monthly Club meeting (indoors) at the Granite Brewery, on the southeast corner of Mt. Pleasant & Eglinton Ave.
- May 8 '10 - 10 am - CAC Toronto Spring Outing. A repeat of our adventure/treasure hunt with an all new route!
- May 12 '10 - 7 pm - Monthly Club meeting (1st of the year at our outdoor location) at the Grenadier Restaurant parking lot within High Park.
- June 6 '10 - 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 5.

Cover: Nebo Djurdjevic's 1971 D-Special snaking through sweeping turns in the late Autumn near Restoule (Northern Ontario) Canada.

Photo by George Dyke

Message from the CAC Prez



George Dyke

Our commitment to making CITROËNVIE a quality publication is under constant scrutiny by our Club executive and by those that regularly contribute content. Larry Lewis for example, has ensured that an article is always waiting in my in-box for inclusion in the next issue. That's input that deserves recognition. In fact, you can read two of his pieces in this issue. Trust Larry to cut to the chase with his "tell it like it is" writing style. His "He Won't Shut Up About Traction" piece is destined to be a classic. I have observed, first-hand, a few of the situations he describes. I had to laugh at how he recounts them and the conclusion he reaches. It's classic Larry!

We took a bold step a year ago with the creation of CITROËNVIE. And we took an unprecedented move to offer its content for free to anyone who wanted it. That took courage. Some people said we were nuts. However, time has proven that we made the right decision. Now people throughout North America and around the world read about how Citroëns and Citroën lifestyles exist in our part of the world. And judging by our ongoing subscription requests and by the small number of folks who have opted out, we have unquestionably created quite an entity. One that has earned accolades and the expectation that each issue will raise the bar higher in the content and professionalism that we strive for.

While we try to put it all together to please our readership, there are certain responsibilities that we at CITROËNVIE must address. I mention this because we are at a time of annual renewals for CITROËNVIE and CAC memberships. First of all there are material costs involved to make CITROËNVIE happen. And while we offer CITROËNVIE for free in our "web resolution" format, we think there are compelling reasons to pay the modest \$15 per year to get a full resolution version. In the full resolution version photos come to life with incredible detail. You can download each issue at will. It's important to note that your payment goes directly to cover publication costs. Everyone that puts this publication together does so voluntarily. We personally pay for all the computers and technology used to create CITROËNVIE. So, where does your money go? It covers website expenses, online server expenses, and costs we incur to promote CITROËNVIE to new prospective subscribers.

For those that would like to get hard copies of CITROËNVIE, we offer that too. (Full details are available on the CITROËNVIE website: www.citroenvie.com). No matter at what level you subscribe, I hope you feel that the value we offer warrants your continued support. We truly appreciate your financial support as we continue our publication of CITROËNVIE.

2009 has been a very hard year for many of us. It has certainly been a very trying one for me, professionally and in dealing with getting CITROËNVIE established. Throughout these hardest of times, the ability to escape for a few hours, and perhaps the luxury of a long weekend or two behind the wheel of a Citroën has been the one therapeutic action that, in retrospect, has been the best part of the year by far. Well actually, my trip to Arras France in July for the 75th Anniversary of the Traction Avant was the highlight of 2009 for me. But getting out in my Citroëns as much as possible and enjoying get-togethers with Citroën friends, has made for great moments in 2009 that I know will be my fondest memories.

Other work behind the scenes has seen Jim Sciberas, Nebo Djurdjevic and Bernard Laborde sort through all our Club tools, categorize and photograph them. They are now listed in a comprehensive list on our CAC site. Thank you very much gentlemen! They are there for CAC members in Canada to use on their Citroëns.

Let me turn the topic to CAC events this past year:

Our CAC spring Toronto treasure hunt and our our annual Christmas party on Saturday December 5th were two great gatherings, both organized by Jennifer Webster and Doug Pengelly. Check out the "official" picture on the home page of the CAC website. Once again many thanks to Jennifer and Doug for providing the hospitality and the venue for bringing us together for these two great events.

This past summer we put a new event into the schedule and what an event it proved to be! Frances and Ken McGuinness invited Club members to a spectacular pool party at their home. Live band. Great food. Wet and wild! Thank you Frances and Ken!!

And our September outing to the Peterborough Lift Locks was capped off by a sumptuous dinner hosted by Anna and Barry Evans at their beautiful home just north of Bowmanville. It's hospitality like this that makes our outings so memorable. On behalf of all those that attended, I would like to say how very much we appreciate it!



This year we reached overseas to give a very special recognition award to Dragan Radovanovic in Umka, Serbia. Dragan is thrilled that we are trying to keep our Citroëns alive over here and has, on numerous occasions, given us spot-on maintenance tips and sourced next to impossible to find parts for us.

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Nebo Djurdjevic (pictured left) traveled to Serbia this past September to present Dragan (pictured right) with our award.



On behalf of every one in the CAC, and especially GS owners like Nebo and myself, Dragan we really appreciate all of your help! A BIG - Thank-you!



So what will be happening in 2010? Well, this year we have many new club activities on the docket. They include:

- a brand new Toronto Adventure Rally on May 15
- a summer afternoon Niagara region outing on July 10
- our 2nd (annual?) BBQ & Pool party on August 8
- a weekend excursion through beautiful Prince Edward County with an overnight stay in Picton September 25-26.

Our July Club meeting in 2010 will be very special. Since that is also Bastille Day, we will meet at Crêpes à Gogo, on Yorkville Avenue as part of a large celebration that Crêpes à Gogo owner, Véronique Perez, is organizing. This will be a great venue to bring the CAC and our Citroëns to the forefront of public awareness in Toronto. I hope that everyone with a Citroën within driving distance will come out for this fun filled evening. Remember, the July meeting will NOT be at our usual High Park outdoor location.

All this and convoys to Montréal for the VEA Citroën Méchoui on June 5-6, our annual trek to Saratoga Springs New York on Father's Day Weekend for the 32nd Citroën Rendezvous the Ottawa Citroën Club 11th Annual Meeting in Perth August 13-15.

Of course, our year has to include planning for 2011. We will be doing that at our Club planning meeting on Nov 28. And we will cap off 2010 with our annual Christmas Party on Dec 4.

For those that can't get enough Citroën, we have established a weekly Toronto gathering where we meet for a drink and catch up on the latest news... We meet every Wednesday night after 9:00 p.m. for about 90 minutes or so... The location varies but that's not a problem. If you would like to know when and where, Jim Sciberas (our "entertainment director") will be happy to send you an email update as to where the "Citro-fanatics" meeting spot will be each week. Just send Jim Sciberas your request for info at: jamesallen.sciberas@tdsb.on.ca Or you can check online to see what's up by looking on the CAC website homepage at our new "notice board" (posted on the left side).

The immediacy of email has proved to be a fantastic boon for a core group of us organizing last minute drives on nice weekend afternoons in Southern Ontario, and Citroën service projects at other times. It has been so successful that we are going to expand that next year. We will post notices of these wonderful drives and gatherings where you can get practical experience on keeping your Citroën pristine, on the CAC homepage notice board. And if you would like to be notified of these by email, we have created a special list that will keep you abreast of any "last minute" outings we organize.

All these great events and more that we have planned for 2010 will, I hope, compel you to stay a member of the CAC for many years.

Happy New Year! - George



Dining Chevron Style in Toronto

by George Dyke and Greg Long

Look into the front window of Cinq 01 a quixotic restaurant nestled in the heart of Toronto's 'Little Italy' on College Street, and you will see a full sized art sculpted illustration of a French icon. The owner, Toufik Sarwa, decided that the artistic focal point one should first see upon entering should be a Citroën DS, the car that Sarwa's family owned when he grew up and that tugs at his heart strings and fascinates him when he's not into inventive cuisine. The DS covers a large surface that is part of an Air France cargo crate, the same airline that brought Sarwa to Canada many years ago.



Cinq 01
501 College St. Toronto (at Palmerston Blvd.)
Reservations recommended!
Tel: 416-964-1555.



Sarwa has become a very successful restaurateur in Toronto, first with the popular nightspot Amber, located in the trendy Yorkville area. Cinq 01's initial reviews are promising, and a rapidly forming clientèle make reservations a must! Offerings include traditional French items (moules-frites, croque-monsieur) along with some whimsical North American fare, like mac-and-cheese with duck (\$17) and foie gras hot dogs (\$22). The wine list is, of course, extensive and the cocktail selection varied. Order the Hemingway concocted from coconut rum, strawberries, mint and lime; or the Fleurs du Mal - a mix of vodka, Pernod and black pepper. Heading up the French bistro flare in the kitchen is Chef Jo Castrinos.

The event location is at Crystal Lake, 55 miles north of Chicago, at the University Center, located at 100 S. This will be the first ever WORLD MEET of its kind. Microcar and Minicar owners and their cars, will gather from all over the world.



This is the same group that successfully organized the National Micro/Mini Car meet in 2006, drawing 300 cars and thousands of spectators, making it the biggest National Mini/Micro car event to date.

The Reality of 2CV Safety

by George Dyke, with Rob Harlan details provided by Dave Burnham

The Deux Chevaux has a beguiling charm... A utilitarian French icon that is frugal on gas, simple to repair and possesses a lollopy ride entertains not only those on board but anyone within sight of it. An affordable classic in demand by a new generation discovering its virtues and by those nostalgically remembering them being cheap and cheerful transportation in their youth. But the ugly duckling, as it is affectionately called, has one downside to it that people in this crumple-zone, air-bag world of computer vehicle stabilization take for granted; - Safety.

The reality is that if you are contemplating the purchase of a 2CV with any intention of driving it, you have to do so with motorcycle mentality. Great ride, but if you're in an accident, be prepared to live (or not) with the consequences.

Sub-consciously, 2CV owners pretty much know that their cars aren't going to look pretty after an accident. We have discussed this many times; mentioning the BBC Top Gear video a few years ago where they feature a 2CV flying apart in a severe cross wind. (Granted they used a 747 aircraft thrust to conclude that the car is a deathtrap). We showed a link to Citroën's actual crash test video of a 2CV. The crash report we did where Greg Long experienced a "rear end" on a Montreal expressway. And our report on Jeroen Cats' death on July 19 2007. (Jeroen was killed in an Ami, a 2CV derivative. Some websites in Europe published a shot of the car. While morbid in one respect, the feeling overall was that he died doing what he loved...)

If Ralph Nader had it in for the Corvair, imagine what he'd say about the 2CV?

Consider the recent 2CV accident on October 1st 2009 when Rob Harlan, (Dave Burnham's assistant), was severely injured in a hit-and-run incident. Rob was driving his 1964 2CV when he T-boned a Jeep Cherokee, driven by a woman who ran a stop sign. Rob says he was traveling at about 45 MPH and had almost no time to react. He suffered 3 broken ribs, a dislocated knee, and a broken pelvis. He also had severe cuts from going through the windshield! As you can see from the photos, he is lucky to be alive. The woman driver of the Jeep fled the scene, but there were people around who



saw the accident and got the license plate. Police found the Jeep abandoned a day later and she has been cited for felony hit-and-run. Rob was very fortunate that there was an off duty EMT person in a car near the accident scene who started giving first aid right away.

After the crash Rob spent about 6 days in the hospital and another week or so in rehab. He was then sent home and advised that for the first 6 to 8 weeks he should not put any pressure on his leg. He spent that time confined to a wheel chair or bed. He will be out of work for at least a few months.

Rob recounts some interesting side notes with regard to the crash and the training EMT and Fire Department personnel. They had no idea what a 2CV was or how to operate anything on the car. They kept asking Rob how to recline the seats and how to open the rear windows, things we all know do not apply in the world of 2CV's but for them it's a normal thing to do. Rob was alert enough during the rescue to see the face on the fireman running the "jaws of life". While he was snipping out the B pillar of the 2CV he almost looked disappointed when the machine cut through the B pillar like a hot knife through butter!



Over the years Citroën has boasted about

safety of many of its models. That was one of the main selling points for the DS in the 50's and 60's. Citroën never made the same claims about the 2CV models. After looking at the severe damage to Rob Harlan's 2CV and the minimal damage done to the Jeep you can see that they are no match in a crash.





You think the 2CV is unsafe? Try a Méhari! Yet everyone I have taken for a drive in my Méhari thinks it's a fun filled ride; The heck with the risks! Even my mother!! The intent of this article is not to dissuade anyone from the purchase or enjoyment of their 2CV. Just be very alert and know that you will not fare well in a crash. Definitely watch out for "the other guy".

We hope that discussion about 2CV safety makes those that do own and operate them better informed as to how they should be driven. They are great cars that have given people many miles of pleasure. Even Rob says he would get another 2CV if the right one came along.

If you would like to send Rob a get well message his contact info is below.



Rob Harlan
102 Harlan Lane
Altamont, NY 12009

Rob's email is: jesrwh@peoplepc.com



2, No, Make That a 3CV...

When CAC member Cecil Pace needed his 2CV restored two years ago, he sent it across the continent to his brother Robert Pace in Puyallup, Washington. Robert has body and restoration experience on North American cars and agreed to tackle a rusty duckling for something a little different to do. Robert was so fascinated with Cecil's car that he decided he'd like one. And having the practical experience under his belt in getting Cecil's properly feathered, he felt that that he'd like to go a step beyond in his next 2CV restoration attempt.

Just completed at the end of November, here is the result: A 2CV "muscle car" incorporating a German aftermarket ARNDT TUNING body kit, rally/racing seats, and an engine that is significantly upped from the stock 602 cc displacement to a whopping 652 cc. Robert experimented with the ignition timing and found that advancing the timing 4 more degrees makes the engine run very smooth and responsive both at idle and on acceleration.



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Flared fenders, driving lights and tires as wide as a Lambo's, Robert's "3CV" is no doubt an imposing sight in unsuspecting drivers' rear view mirrors while being glued to their backside in the fast lane!

Given our 2CV safety article, maybe Robert should consider fitting air-bags!

We can't help but wonder if the next thing he'll do is make custom fitted luggage to fit in that whale tail trunk.



Celebrating a decade at Winchester

by Bob McLeod

It was in the year 2000 that Fabienne and Christian Thurler organized the first Citroën gathering on their farm in Winchester Ontario, near Ottawa. Fabienne was looking to recreate some of the ambiance that she had witnessed at 2CV gatherings in her native Switzerland. Relying on a tiny network of local Citroën enthusiasts, and the power of word-of-mouth communication, she was thrilled that year when the fields began to fill with Citroëns from all over Eastern Canada.

In the years since then, the Thurlers and a core of volunteers from the Ottawa Citroën Club have continued to organize this event, adjusting the date as required to suit the busy schedule on the dairy farm, and to accommodate various worldwide Citroën events like ICCCRs and 2CV World Meetings.

This year marked the 10th anniversary, and the Ottawa Club made a special effort to ensure it was memorable.

As usual, Friday saw the core group of volunteers setting up the marquis tent, preparing the camping ground, stacking wood for the campfires, and getting registration organized. The team included Jim and Beth McCollum, Cor Baars, Michel Landry, Bob McLeod and Christian Thurler. They were ready just in time to welcome the first out-of-towner to arrive, Dave McAuley from Guelph. Due to previous commitments, Dave was not able to bring his current 2CV, but he shared many tales of his student days, driving new 2CVs purchased in southern Ontario.

Before night fell, the group was joined by the ever-reliable Dan Burns, after a 550 km journey from Sudbury. Dan's arrival also allowed us to start a lively game of "How many Citroënistes does it take to set up a camping tent?". It winds up that the answer is three: one to scatter the parts, one to misread the instructions, and one to hold everyone's beverages out of harm's way.



The remainder of the evening was spent around the campfire, sharing stories and watching shooting stars.

Saturday morning dawned gloriously. We almost could not believe our luck, during this year-of-the-summer-that-wasn't. As the bleary-eyed campers began to get their bearings, there was a steady stream of new arrivals. A large contingent of folks from the Montreal region had organized into several small convoys, and as each wave arrived, the greetings became grander and

grander. There were the usual debates about the correct etiquette of La Bise (cheek kissing). Contrary to some opinions, it did not seem to be related to what you were driving. The group included 2CV, DS, SM, XM, and even a lone Peugeot 203. It seems that it depends on which country and even which region to know the correct number of pecks (2, 3, or 4). "Vive la différence!"

Another welcome arrival was Ruth and Neil Bryson, from Wolfe Island near Kingston. As always, they buzzed down the farm lane in their lovely AK250 camionette "Titine". The Brysons are well known for their warm and indomitable spirits, and this year was no exception. Neil always tells us that he has to take his time, in deference to Titine's tiny 425 cc motor, but one doubts that any 425 has ever been driven more sportingly.

This was a year of either very bad or very good mechanical Karma (would that make it "Car-ma"?), depending on your point of view. Bad, because we witnessed three major mechanical problems. Good, because the High Priests of Citroën repair were present to conduct the necessary exorcisms. First, the Brysons throttle linkage had dismantled itself progressively along the route. Amazingly, using a magnet on a stick, Bob McLeod managed to find all the parts still wedged in and around the motor and belly pan. Then Michel Landry's DS21 developed a priapic condition, where only the nose of the car rose to full suspension height. Amid various helpful suggestions to stop putting Viagra in the gas tank, André Ménard and Michel spent a couple of hours replacing a blocked height regulator, which restored the DS to a less excited condition. Finally, Ian Craib's right-hand drive 2CV tried to remind us of its British origins by having a charging system failure. Now, what are the odds that Michel Larouche would have brought a spare alternator with him from Montreal? The transplant was accomplished in record time.



Before we knew it, a multi-coloured and joyfully honking convoy had formed up for the outing. As a special feature of this 10th anniversary gathering, the Thurlers had arranged a lunch at a local vineyard, La Domaine du Cervin. First, who knew that there were active vineyards in eastern Ontario, less than

70km from Ottawa? La Domaine du Cervin is run by the Gutnecht family. It combines a vineyard with a winery, as well as a Red Deer ranch.

After a short drive through the countryside, the convoy arrived at the site, and filled the parking



area to overflowing. We were warmly greeted, and escorted into the winery for a tasting

of several of the wines produced by the family. Reds and Whites were both much appreciated by all, and as a special treat, we also tried a dessert wine that many thought was similar to the renowned Ontario Ice Wines.



After a variety of good-natured toasts, we retired to the lobby, where a delicious buffet lunch had been prepared. The plat du résistance was a wonderful venison stew. Having filled our plates, we headed out to the picnic area, where we were able to enjoy our meal, and the excellent company of a cosmopolitan group of Citroënistes. Rich and joyful conversations ensued

in French, English, and some interesting mixes of the two. It showed us that communication only depends on the desire to make it happen.

People made their own way back to the Thurler Farm in the late afternoon. When they arrived, they found that they were about to enjoy another edition of the Citroën Olympic Games. The Games, modeled on the Jeux Deuchistes played at European 2CV gatherings, became a feature of the Winchester meeting in 2001. We believe this was a first in North America, and it has since spread to the annual Saratoga Springs Rendezvous. Over the years, the



games have seen many incarnations, including: Driving a course blindfolded, the ball-balance slalom, Citroën croquet, 2CV Basketball, and "La Course des Sommeliers" which involved glasses of wine on a tray.

This year we paid homage to the original "cahier de charge" for the 2CV (or TPV, as it was originally known). Teams had to negotiate a slalom course, while using a ski pole to pick up and successfully deliver the following objects, one at a time: a basket of eggs, a sack of potatoes, and finally, a pig! The spectacle was, well... spectacular, with teams using a variety of interesting (and at times mildly alarming) techniques to shave valuable seconds off their time.



As competition continued, and tight battle evolved among examples of the three great modern French marques: Citroën, Peugeot, and Renault. Peugeot was represented by Christian Noël in a very capable 1961 203 model. Renault's weapon of choice was Dominique Vincent's R4L. Citroën's honour was defended by a squadron

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... Winchester - continued from page 9

of 2CVs from the Ottawa club. The eventual order of finish was Yaro Dvorsky/Christian Thurler in Yaro's 2CV, Christian Noël/Daniel Baragiotta (aka Bara) in the Peugeot 203, and Dan Burns/Yaro Dvorsky in Dan's 2CV. Each team was awarded "Tin Snail" trophies. As well, Dominique was given a special award for repeatedly being such a good sport in the face of 2CV opposition.



As the competitors continued to swap good-natured barbs and jabs, the dinner crew was hard at work. To mark the 10th anniversary, the club had made this year's dinner something special: a méchoui-style BBQ, prepared by Gilbert Beck, Michel Larouche, and other members of the Montreal contingent, who had transported the elabo-

rate rotisserie cooking rig from Montreal in a 2CV camionette. The sumptuous meats were accompanied by home-made salads prepared by local members Carla Baars, Fabienne Thurler, and Claudine McLeod. Things were topped off by a wonderful Swiss cake, provided by the Thurlers.

After dinner, and the prize-giving, the group was entertained by James Azola, an African-Canadian artist who played several sets for listening and dancing pleasure. Conversations continued long into the starry night, around another blazing campfire.

On Sunday morning, a French-style continental breakfast was provided by Cor and Carla Baars.

Eventually, good-byes and "au revoirs" were exchanged, before people took to the wheels of their Citroëns for the return home. The Ottawa Citroën Club thanks all those who, by their attendance or their efforts made this anniversary year such a great success.

Evolution being the hallmark of successful events, the Ottawa Club's gathering will begin its second decade next year with a new location, and a new format. Stay tuned for more news on our 2010 event.



Roger Williams offers some feedback on the 'threads' article we featured in the Fall 2009 issue of CITROËNVIE. He writes:

"Another excellent magazine. I agree about the stripped threads and that the 'Time-Serts' are better than the helicoils. I would need to check on the thread needed for the 'Time-Serts' as I tend to use the next thread size up but of the same pitch. The key point is that you need a full thread so if you try and replace an M7 with a standard M8x1.25 the drill tapping size for the M8 is 6.7mm and you only have a 7mm hole. However if you use M8x1.0 you can usually pick up the stripped thread and not even have to drill. The smaller sizes are OK as the drilling size for M5 is 4.2mm which is bigger than a stripped M4. M6 pilot hole is 5mm. M7 pilot hole is 6mm. For a stripped M8 use M9 which is the same pitch. If M9 is stripped use an M10x1.25 and for M10 you can use M11x1.5 pitch.



The above assumes you have the space for the next size bolt up. Time-Serts are the answer for stripped plug threads but for a cylinder head you need as much thread as possible so I would go for the next size up and get as much thread as possible.

Remember that all modern gaskets are made of composite material, some are copper clad but the centre is the modern material since asbestos has been banned for over thirty years. These modern gaskets need a higher torque - typically 45/50lbfft as opposed to the 36lbfft that is needed for the original copper asbestos gaskets.

I recommend that all cylinder head holes are drilled out as deep as possible, without breaking into the water jacket, and tapping full depth. They need to be high tensile - I use UNBRAKO but I think there must be equivalents or better in the US and Canada. Note though, that they must be strong enough. UNBRAKO guarantee their bolts to 56lbfft.

Also it is very important not to extend the threads with a die nut or similar as the run out of the threads is critical to their

strength. Most bolts fail at the end of the threaded section and UNBRAKO make a point that their thread rolling gives as stress free area as possible to avoid failure at this point.

Normally the bolts are 106mm long for a Traction but you can use 115mm long ones if you tap out the block although you may need a washer under the head of the bolt to avoid it 'bottoming' the tapped hole in the block. I think it is essential to check that the bolt does not bottom out by screwing all the bolts in until they 'bottom' and then measure the distance from the underside of the head to the top of the block. This should be the same as the depth of the cylinder head so when you put on the gasket you have a couple of mm spare. If necessary use washers under the heads of the bolts to achieve this.

Originally most cylinder head holes were 20mm deep but only tapped for 15mm. You can drill to 28/30mm depending on the casting and therefore get around 25/27mm of thread of which at least 5 - 10mm will be new thread.

All the above taps/dies are readily available in the UK so I assume you would have no trouble getting them in Canada or even the US.

.....Roger" 

Such, Such are the Joys of Traction

by L. Lewis

Innocent Fun, Joy and Glee was Bein' Had When Tragedy Struck dept:

You know how it is at the moment of impact in a car crash. A sudden feeling of total helplessness, a "where is it going to end" kind of feeling. It has likely happened to all of us. But in an old car? Especially a Citroën? One you've dumped your heart and thrown your wallet into? Yes it happens. Happened to me in September, in my barn find Light 15. Doug Pengelly and I were driving home from the British meet at Bronte Park in Oakville along Lakeshore Boulevard. Stopped at a crosswalk when BANG! It was loud alright. A kid in a hulking SUV that was either not paying attention or paying too much attention to the funny old car just in front of him. The back end is crushed inward, the body has been pushed downward in a way that won't allow the rear doors to open. The trunk lid is dented inward and the sides of it are spread so I can't put gas in the tank. It's still drivable but the seat now reclines as our combined weight was pushed backward on impact. The trunk floor looks to have borne most of the impact as it sits rearward of the fenders which were hardly touched. Can't open the lid so I can't tell how bad it is. The bumper is mangled. Sadness in a major way.

The kid that hit me was upset but not as much as I was. A call to 911 was made, the police were not on their way as it turned out. No injuries so they will not respond is how it works. An older man with him thought we could make a deal at the side of the road. I just had to get the car fixed and send him the bill. Yeah right. I can trust him. Sure. I'm now in the insurance stage of the process; awaiting decisions made by others. Funny how it goes. I was given the name of a body shop. The man there said to wait for the adjuster before I bring the car to him. The adjuster said to wait for him to talk to the body man before I spoke again to the body man. What the hell? I'm supposed to wait while others decide and I'm not supposed to do anything? This is how it works?

The adjuster is a professional and I suppose he knew his stuff. He kept talking about finding parts. I said that I have sources for parts, but he did not seem

to listen. He mentioned a man in San Diego and I said "You mean Citroën Concours?" Then he mentioned a man in Pennsylvania. "Brad Nauss?" Still no effect. The Citroën world is a small one so any source he has, I have. He kept going on about the parts and how hard it would be to find them. I said it looks like it won't need any parts except a bumper and that what is there can be fixed by a decent old-school body man. I've worked in body shops and have a good idea of what the process should be. I think the adjuster only thinks in terms of modern cars.

The latest news about the car is that it's a write-off. The body shop and adjuster agreed on a price of fifteen thousand to do the work. I'm glad they're in agreement. I'm glad I was part of the decision making since it is my car. We should all be so f***ing agreeable. The appraised value of the car is eleven-five so it's a goner. No-fault insurance means that the set value of the car is it. No more money will be available. After several calls to find out what's going on, I now have to wait for the "proof of loss" form to be mailed to me by snail mail. Then I have to mail it back and then they send me a cheque. A long, time consuming process that I think would be even slower if I wasn't calling everybody. I have to kick back to the insurance company

fifteen percent of its insured value and then I have to find a shop to do the work. It won't be cheap because body work never is. So now the car sits until I find a place. It will have to be painted totally because to just fix the damage and not paint the whole car would look odd. Can't "blend it in," not even close. I liked the flaking paint and small dents; its shabby originality was its main source of attraction for me. I was never planning to redo the body unless it started to deteriorate. It deteriorated all at once so now it must be done.

You can't buy old-type lacquer paint anymore. It has lead in it and it is illegal to make, sell or use. There is a lacquer paint that you can buy; it just isn't durable. Everyone now uses paint with clear coat which isn't appropriate on an old car. "That's so wrong!" as Gilles would say. It's so wrong that I wouldn't be able to look at it if it had it. It can be painted without the clear but that will cost more money as it involves hours of sanding. Fine with me, I'm not gonna sand it! Clear coat on an old car is like putting Polyurethane varnish on a fine mahogany Chris-Craft. Makes a cheap looking cheesy shine like a lane in a bowling alley. So, the next time the Light 15 is seen in public it will unfortunately be painted, damn it. Not what I wanted at all. Might as well do the interior while I'm at it. Paint the wheels. Thank God there's not a lot of plating to be done. A shiny restored car. How nice, I guess. Let's all pretend to be happy.



Lou Huppert - In Memoriam

- by George Dyke with excerpt by Boyd Bishop

Long time CAC friend and Citroën SM owner, Louis Milgrim Huppert of Norwich Vermont, passed away suddenly while attending his 1969 class reunion of Great Neck South High School in Great Neck, NY on Nov. 7 2009. He was 58 years of age.

I first met Lou at Renedezvous in 2005. He enthusiastically approached me at Rendezvous 2005, saying that he was anxious to purchase the car of his dreams; - a Citroën SM. I put him onto a few leads that I knew of, and by July he had purchased a nice example that, in his own words, was "a 1972 (built 7/71) 93,000 miles, Canadian car brought early to U.S., stored for last 12 years in a climate controlled warehouse and in beautiful condition, with headlight glass stored separately and like new!" We kept in touch over the years. I always looked forward to an email from him asking whether the light enclosure was the authentic colour or if I knew where he could get the seats reupholstered.

But more than just technical advice, Lou always wanted to get together as frequently as possible. One time he drove his SM up to Toronto and had a hydraulic pump problem along the way. He managed to barely make it here spewing LHM. We managed to get him over to Jacky Valée, our resident SM mechanic at the time, for some emergency service. Undaunted by this technical problem, Lou enjoyed the rest of his trip and returned home safe and sound. In 2008, Lou made a day trip from Vermont to Montreal for Louis Grenier's Citroën Mechoui. He had a fantastic time and wrote glowingly to me about that experience!

And Lou wasn't just a participant in Citroën events. He was an active organizer, putting together weekend adventures to enjoy French Culture and lovely Vermont scenery. These venues always culminated with Lou arranging a sumptuous dinner at Cafe Provence in Brandon, VT under the culinary hand of Chef Robert Barral, a native of the Provence/Languedoc area of southern France. Lou made a point of inviting all the "Citroënistas in Canada" (as he liked to say), as well as New England folks like Phil Caron in Connecticut and the driveshesaid contingent from New York.

Vermont Traction Avant owner Boyd Bishop recalls the typical impression of meeting Lou:

"My wife and I first met Lou and Maureen at the Cafe Provence after last summer's rainy Champlain 400 parade (the one I sat out). My first impression of him was a lasting one; a cheerful optimist who loved being with people and sharing experiences and good cheer. Later we found ourselves in Vergennes for the local French Culture Weekend, the only Citroënistes in town, and we hung out there together. He sent me Citroën-emails on the slightest excuse, and I answered them promptly, because I always appreciated that Lou kept me included in events planning for the "gang." We were looking forward to his coming over from White River in the spring to visit us -- I mean, really, to visit my old 7C. He even gave me great chiropractoral advice, which I used at the White River Coop, where all the folks let me know they knew Dr. Lou very well. Yes, though we were acquainted only a short, too short time, I will very much miss him and his irrepressible good nature."

Just prior to his death, Lou had tried to arrange another weekend outing in Vermont in the late fall. Ultimately that did not happen, and Lou wrote me that he planned to reschedule from Saturday, Oct. 3 to a new date sometime in the Spring of 2010. Alas, while that won't be happening under Lou's direction, the fond memories that those that came to know Lou, will continue to inspire us to enjoy Citroëns and approach life's cherished moments with the full vigor and enthusiasm that was "classic Lou".



SPARK PLUG THREAD REPAIR

by Chris Dubuque (Seattle, WA)

In issue #4 from 2009, Citroënvie we published a full article on repairing damaged threads. The article focused on two products; Heli-Coil® wire inserts and TIME-SERT® solid thread inserts. We thought we would share the results of a recent opportunity we had to repair a damaged spark plug thread in a DS cylinder head using a special product by the TIME-SERT® company.

REFRESHER COURSE

In the previous newsletter, we learned that a TIME-SERT® repairs a damaged threaded hole with a machined steel insert. The basic installation procedure is to drill the original hole to a larger size, tap the hole with new threads, and install the insert.

With a TIME-SERT®, the insert is locked into position with a unique and effective feature. The last inner thread is not fully formed. But when you install the insert, the insertion tool "forms" the last thread by splaying the bottom of the insert slightly, thereby jamming the insert into the parent material.



Typical TIME-SERT® installation



There are many tools on the market to repair spark plug threads, but some work better than others and some are easier-to-use. Remember, you only have one chance to get the new threads cut and the insert properly installed, or the entire cylinder head is scrap!

TIME-SERT® locking feature

DEEP HOLES

DS spark plugs are located at the bottom of a long, narrow tube, about 5 inches deep. Some of the spark plug thread repair tools on the market cannot be used in a deep plug tube, like on a DS. But TIME-SERT® has added a special tool to their line-up of spark plug thread repair kits that has the ability to reach deep into a hole.

INSTALLATION

The "long reach" TIME-SERT® kit we bought for the DS is part number 4412E. This kit should work on 2CV/CX, etc. as well. This kit is ingenious and very simple to use. No power tools are necessary and drilling is not required (the kit comes with a guided reamer to oversize the damaged hole to the new size). The reaming, tapping, and countersinking operations are performed with a 13 mm socket and a ratchet wrench! Easy!



TIME-SERT® kit p/n 4412e.



Tapping threads (use thread cutting lubricant!).



Installing the countersink tool onto the tap.



Vacuuming out filings (straw taped onto a vacuum cleaner tool).



Insert fully installed.

Using this kit is startlingly easy and the results are completely satisfying. A few quick tips however:

- 1) Use special tapping fluid for aluminum when cutting the threads.
- 2) Turn the engine so a piston is not at Top Dead Center (TDC) when using this tool! Otherwise, the tap may hit the piston.



- 3) Although it is probably not necessary, I used some Loc-Tite on the insert as double insurance that the insert will not back out when removing a plug at a later date.
- 4) The Vacuum cleaner trick shown in an above photo worked perfectly to remove metal shavings that fell into the cylinder. But since the shavings are soft aluminum, a few shavings that you might miss should not damage the engine.
- 5) Be sure that you order the correct length thread inserts. They have many lengths and the length is critically important. The 9.4 mm length is the correct reach for DS/2CV/CX.

TIME-SERT® has a good website (www.timesert.com) and this particular kit costs about US \$200. Log this one in the memory banks – sooner or later you may strip a spark plug thread and this is an extremely high quality and simple way to fix the damaged threads.

Good luck. 

OK Readers - It's Time To Get Involved!

New Feature: Citro-infatuation:



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

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

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

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



Going to Rendezvous in 2010? On the Way - Celebrate 40 Years of the SM in North America

Plans are underway for Citroën SM owners to make a special trip to Rendezvous 2010 to celebrate the 40th anniversary of the SM. David Hume of Excelsior Motors is a regular attendee and has, for a few years, wanted to do something special the next time an SM milestone occurs. 2010 is that year; - its 40th anniversary. He is organizing a trip to Saratoga Springs from Buffalo, NY.

Why Buffalo you say? Well, the North American brochures for the SM were photographed in Buffalo. Ken Berry, Eastern US Regional Dealer Manager for Citroën, lived in Buffalo at the time. Remember the brochure shot with the SM at a marina? That was taken on the shore of Lake Erie.

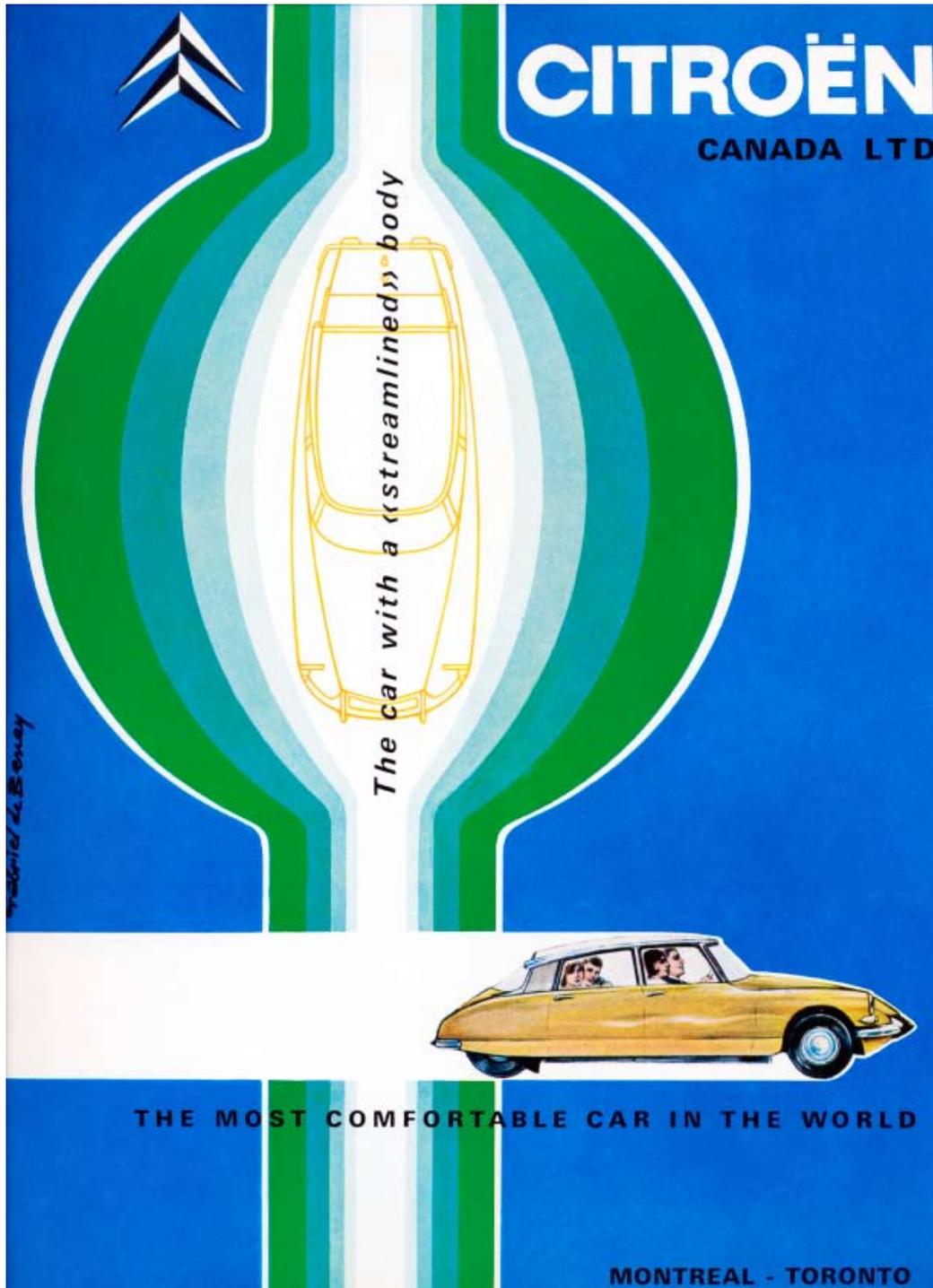
Ken's son Jim still lives in Buffalo today. He has the Motor Trend Car of the Year Award that the SM won in 1970. Dave's plan is that SM owners and their cars meet at the Buffalo marina on Thursday morning June 17 for a group shot 40 years later, posing with the Motor Trend award. Then take wind on the New York State Thruway for a SM convoy to Saratoga Springs NY.



Details will be announced in the Spring issue of Citroënvie. If you are planning to attend next year with your SM, participate in this very special pre-event!

Contact Dave Hume at:
859-879-6170





Gabriel Orozco Exhibition - at New York's Museum of Modern Art



Gabriel Orozco: La DS,93 (modified Citroën DS), 1993

Dec 13, 2009: On display at MOMA is his famous Citroën DS, cut lengthwise into three roughly equal parts, with two outer sections then carefully put back together to form a more narrow vehicle of radically altered proportions. On display thru March 1, 2010. 

Here is a piece of history that Gary Cullen in Vancouver acquired recently; ...A beautiful color illustration featuring Citroën Canada.

It is actually a page from 'Perspectives of The World-The Province of Quebec', a bi-monthly illustrated magazine, published by Paul Bory Publications of France.

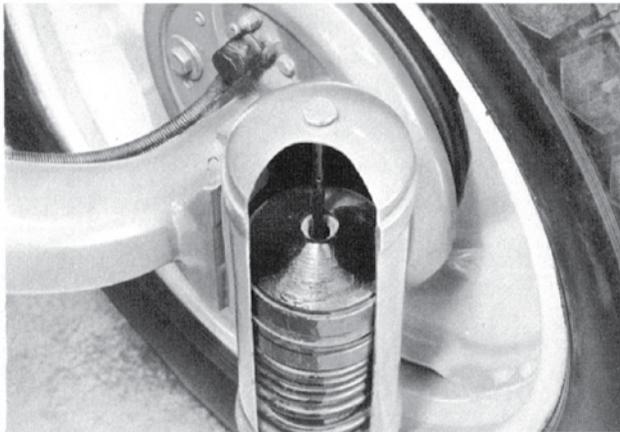
This page is from the September/October 1964 issue. Definitely a great candidate for a vintage frame!..." 

Did you ever wonder how the early 2CVs achieved the "floaty" big luxury car ride?

by George Dyke

Sheer Citroën genius really; The TPV prototype 2CV's built prior to WWII had a complex suspension of multiple torsion bars hinged and jointed to allow unprecedented suspension subtleness and travel. However during the War, Citroën's engineers had a chance to rethink the design and incorporate a much simpler compression spring unit that was horizontally mounted under each side of the car connecting the front wheel of each side to the back. And they still insisted that it have the smoothest possible ride.

Their solution with the lightweight 2CV, was to place a greater sprung mass damper (to emulate a far larger car) directly on each wheel. The dampers were fitted on the wheel suspension arms, right at each wheel, resulting in a mere increase in overall weight of the 2CV of less than 100 lbs. The car was shown at the 1947 Paris Auto Show in this configuration and production continued with this set-up for over 25 years!



The damper was really just an enclosed cylinder where inside a weight was placed on a coil spring. The weight had rings on it, like piston rings, that also dampened the travel so that the weight would only move when a major vertical force was exerted on it; - such as when the wheel hits a bump or a hole. The 2CV's compliant suspension acted like there was a far heavier car suspended on it, and hence, the smooth luxury car ride.

However, because the front and back wheels were interconnected by a common compression spring on each side, the dampers actually contributed to a greater sprung weight resulting in a ride that could get very lollypop with the 2CV bobbing and pitching to the wheel travel. While entertaining to driver, passengers and onlookers alike, the 2CV was so bouncy that Citroën felt its wallowy ride needed to be somewhat tamed. When engine displacement and horsepower were increased in later models to keep up with modern traffic, conventional shock absorbers were added for a few years in conjunction with the dampers, then eliminated altogether in favour of just shock absorbers when the 2CV was fitted with the 602cc engine and disk brakes.

You can definitely feel the difference of the 'original production suspension dampers' if you have a chance to drive in an early 2CV. And it is thanks to these dampers that you are grinning ear to ear! 

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DS Coupé en Tranches

Last spring there was some speculative discussion on Jalopnik (an online automotive chat group) about a "rare" Citroën DS coupe photographed at a junkyard in Toronto, Ontario.

<http://jalopnik.com/392306/Citroen-ds-coupe-sleeps-in-toronto-junkyard>



Murilee Martin (a fellow who loved to photograph junkyards, (see: <http://www.murileemartin.com/JYWP/JYWPHome.html>) wrote that he thought that it might be a coupe model built by the French coachbuilder Ricou in the 1960's. At about the same time, Bernard Laborde, a Frenchman living in Toronto, stumbled upon the car and convinced the junkyard owner that years of sitting outside were not doing it any favours. He purchased the car and as a new member of Citroën Autoclub Canada, brought it to the attention of Club members, some of whom recalled that CAC member, and former Club President, Victor Alksnis was once the owner of that very car!

Over the past few months, Victor managed to locate and scan some old photos of the D Coupe. He writes:



Victor Alksnis

My photos date back to 1991, when I first got the car. I purchased the car for \$1 from a long-time family friend and Citroën enthusiast – Jonas Nesukaitis. John (Jonas) was also my table-tennis coach when I was in Grade 7. He used to drive me home after practice in his "funny cars".

John's romance with Citroëns dates back to the late 1950's / early 1960's. He used to drive Studebakers. One day, he saw a DS on a car lot and fell in love. He managed to negotiate an even-trade for his Studebaker. The rest is history. He's owned many DS, a few SMs, an AMI 6 Berline, and a 425 cc 2CV.



Bernard Laborde



Jonas (John) Nesukaitis

John shortened the car himself. He was inspired by the ice racers and rally cars that had been shortened. John is a very handy guy. He would do all his own work, including rebuilding an automatic transmission on his bed, which really impressed his wife when she got home. When he got stuck, he would call Henri, a well-respected Citroën mechanic that used to work at Raymond Motors. John lives in a house that he built in the beaches. He's married with three daughters – each of them Canadian table tennis champions from the 1960's.

I've attached four photos. One shows how I got the car. The other three show the car after I fixed it. I painted it Tremclad yellow.

I sold the car to a restaurateur a few years later. He was annoyed with the branding success of Bistro 990 (a restaurant on Bay Street) and their 2CV. This guy's restaurant was in Yorkville. I tried to visit a few times but the restaurant was closed, eventually followed by an out-of-business sign. I investigated recovering the car from the garage near Old Weston Road. The owner wasn't very helpful.



The DS, photographed in Victor's backyard, just prior to being sold to a Yorkville restaurateur.

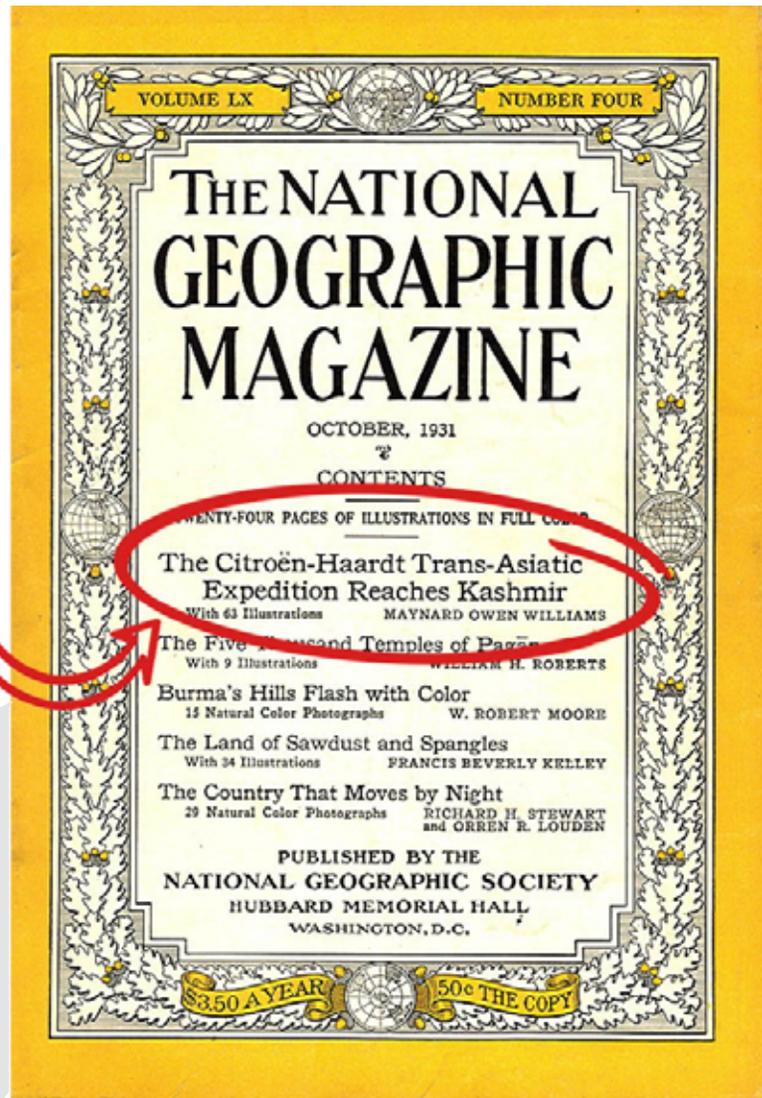
I had originally decided to sell the car because the same hydraulic line broke three times. This was my first Citroën. I thought – to heck with hydraulics, I'll get a 2CV. And I began my quest for an AMI 6 Berline.

Victor has had a good chuckle about how the on-line community has theorized on the rarity of the

car. "It's an entertaining read" he says. "I tried to set the record straight, but the forum wouldn't accept my submission." Anyway mystery solved – and probably for the better.



If you come across some old National Geographic magazines, be sure to look for this October 1931 issue that features Citroën's "La Croisière Jaune" expedition.



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.



Paul Bourse's Story

by John McCulloch

Writing articles for the CITROËNVIE provides for me the context, or if you like, the opportunity to meet and interview Citroën enthusiasts who have something to say about our favourite cars. And they have been a diverse group to say the least! Whether they are former Citroën dealers, mechanics or parts suppliers, each has a unique perspective on the history of Citroën around the world. Some stories are straight forward; some frustrating, others hilarious, incredible or just plain intriguing. Nearly every interview I have conducted has brought an unexpected twist which immediately shifts the focus of the conversation. I have said it a million times that what brings Citroën fans together are the cars. What keeps them together are the people you meet and get to know. Paul Bourse's story is one of those that I found most touching. It is merely fortuitous that I am recalling this interview on the 20th anniversary of the fall of the Berlin Wall.

At the Carlisle Import / Kitcar Festival in 2007, George Dyke and I had the opportunity to speak to Paul about his role as a tester for Michelin tires. Paul was eager to tell us about the two weeks he spent in a head to head comparison of tires made by the French Michelin and the British rival Dunlop. The point of our interview was to highlight the testing of the tire most often fitted on Citroëns.



Paul Bourse behind the wheel of his SM at Carlisle in 2007.

The goal of the experiment was to determine which of the two sets of tires fitted to car transporters produced better mileage when driven continuously over a two week period. Paul, who lived in northern France, was delivering Citroën's cars to Germany. Twice a week he and a colleague in another truck drove from Paris to Cologne then to Rouen and finally back to Paris. Typically they made two trips a week for a total of about 1600 kilometres. The week of the test, an engineer from Michelin had a set of Michelin tires installed on one truck and a set of Dunlop's on the other. After the first week the engineer switched the tires putting the Michelins from one truck on the other and vice versa. The idea was to make any allowances for the differences between trucks. Each truck then had its mileage checked.



The Michelin tires proved to be more economical than the Dunlop's. The reason that the engineer gave was that the Michelins being a softer tire rolled more gently over bumps and potholes whereas the harder Dunlops offered more resistance and thus reduced the overall mileage. Neither driver was aware of which tires were on which truck.

Paul finished telling us the story of the tires and we discussed Citroën's use of Michelin tires and the effect they have on the ride, particularly of the DS.



When we concluded the discussion, Paul showed us a small black and white photograph of himself as a ten year old in Occupied France. Standing beside the youthful Paul was a man that I would have assumed was his father. But Paul's father had been drafted into the French army and was not present in the photograph. The man in the photo was a German soldier one of



Paul & German soldier

a party which had commandeered the Bourse household for use as a radio communications station.

Although the house was commandeered by force, Paul said that the soldiers treated the family with great deference. Certain rooms were given over for the radio sets and living quarters for the occupying forces. The Bourse family continued to live as normally as one could under the circumstances. The soldier in the photograph was the father of a boy about Paul's age and in time, missing his own son, befriended Paul. They played games and enjoyed all of the wonderful small moments of being together. Thus began a long friendship with an "enemy" which continued until the early 1970s. Paul said that he corresponded with the man, but was never able to see him because he was living behind the Iron Curtain and could not leave the GDR (East Germany).

As I have found so often, a small detail such as a grainy photograph of a man and a small boy provide the most interesting stories. I had started asking about Michelin tire testing and ended up hearing a very touching, very personal memory. 

A Fitting Tribute to André Citroën and the Dream he Brought Alive!

One last "Hourrah Hurrah Hoera" for the Traction Avant took place on December 20th 2009. It was the final event in a year of 75th anniversary celebrations for Citroën's landmark vehicle. On that day Traction owners around the world took photos of their cars with this card (right) displayed. Four hundred pictures are posted online at:

http://leveque.jeanluc.free.fr/images/Un_dernier_Hourrah/album/contact.htm




What's New At Mother Corp.

With Chinese automobile production reaching near 13 million vehicles for 2009, and analysts forecasting capacity to increase to 15 million vehicles per year by 2015, it is with interest to us that a rumour started circulating at the Los Angeles Auto Show in early December that PSA Peugeot Citroën had been exploring a return to North America for some time, and were planning to use their relationship with Mitsubishi Motors in Japan to make it happen in the next few years. Mitsubishi and Peugeot Citroën have collaborated on a few recent ventures, most notably the Citroën C-Crosser, (also sold as the Peugeot 4007 and on these shores as the Mitsubishi Outlander) and a new electric car offering. Peugeot Citroën apparently is eyeing Mitsubishi's existing North American distribution network knowing the cost to establish a new sales, parts, and service network in North America to be over \$1 billion.



Citroën C-Crosser (pictured), same as Peugeot 4007 / Mitsubishi Outlander

And then there is the Mitsubishi factory in Bloomington, Illinois which currently produces the Mitsubishi Galant, Eclipse, and Endeavor. However it's no secret that Mitsubishi is considering closing the plant when the UAW contract expires in 2012, or possibly even sooner. The plant's three products have been slow sellers, and they are almost certain to disappear within the next two years as Mitsubishi retires its "Project America" platform that underpins all three models. It is seen as a failure and Mitsubishi is trying to transition to cars and SUVs made on Japanese platforms.

So does Peugeot Citroën really want to takeover the North American distribution from Mitsubishi to sell what; - maybe 10,000 cars a year? Or do they see the opportunity in China and other Asian countries to gain significant sales? If they were serious about this, they should have been at the table alongside Fiat battling for the takeover of Chrysler. That cost Fiat virtually zero in direct costs to get Chrysler, though the long term liabilities and effort to make it profitable again may be formidable!

Meanwhile back in China, Citroën is well beyond the rumour mill and turning up the heat; They are planning to introduce stop-start technology into China in 2010, becoming one of the first international car manufacturers to offer this technology they are claiming that it can save up to 15% more fuel than a regular car.

They have made a major investment to produce an entirely Chinese built Citroën C5. It was launched on November 17, 2009 under the Dongfeng-

Citroën joint venture. Citroën was one of the early European companies to enter the Chinese automobile market (along with VW), and they stayed content with building their Citroën ZX in China, rarely introducing new models. Sales figures reflected their initial complacency and kicked Citroën into gear. Dongfeng-Citroën quickly put the popular Citroën C4 sedan into production then introduced the Citroën C4 hatchback. The launch of the Citroën C5 sedan gives the mid size sedan segment a new contender, in a market that is traditionally controlled by the likes of the Toyota Camry and Honda Accord. The Peugeot 408 is expected to be produced in China in the near future alongside its C5 cousin.



Citroën C5

On the European home front, Citroën is taking some bold steps albeit driven mostly by garish styling. Witness the Citroën Revolte, (one could argue Revolting) that has evolved from the C-Catus hippo-faced concept car first shown in September 2007. They claim it to be designed in a neo-retro





Citroën Revolte

spirit, like the Mini, Fiat 500 and VW's now defunct re-invention of the Beetle. The concept is both a study of style and a tribute to the famous 2CV. There are lines and curves (such as the wheel arches and around the rear) that are supposed to spur our emotions to recall the original Deuche. We call it Armageddon Ugly.

Like all the latest gizmo cars, this one is equipped with touch screens and the like. Power comes from hybrid battery technology.

Citroën says the car is going into production for the 2012 model year and will be called the DS2! Will they put this one on the Chinese market, most of whom have never seen an original 2CV? Mind you, maybe they have seen enough bad Sci-Fi movies to want one...



Outrageous Revolte interior; Definitely to be toned down for production models.

The new C3 by Citroën, introduced in November 2009, takes their bestseller and in its new iteration adds tauter styling and higher level of trim. It has exceptional interior space in one of the most compact vehicles on the market. Length is 3.94 m, width 1.71 m and it has a 10.2 m turning circle. Its most unique feature is the Zenith windshield that offers an unobstructed vertical panoramic view. It expands the front occupants' field of vision by 80° upwards.

The C3 is equipped with the HDi 90 DPFS three-cylinder engine, frugal on fuel consumption and



C3 by Citroën

incorporating second-generation Stop & Start that has the engine running only when the car is moving. Coupled with a standard 6 speed transmission it emits less than 100 g/km of CO2.

Citroën's attempt to go zero CO2 emissions have resulted in the C-Zero, an all electric vehicle that is to go on sale during the last quarter of 2010. The 3.48m-long city car is based on the Mitsubishi i-MiEV as well as sister company Peugeot's iOn.

The C-ZERO uses a permanent magnet synchronous motor generating 47kW (64bhp) between 3,000rpm and 6,000rpm. Peak



C-Zero

power is 180Nm produced between 0 and 2,000rpm. A 330-volt lithium-ion battery comprised of 88 50Ah cells (for onboard energy of 16kWh) feeds the motor. The whole system works with a single-speed reduction gear transferring power to the rear wheels. Performance figures are 0 - 100km/h 15 seconds with a 130km range. It takes about 6 hours to fully recharge the batteries through a 220V home socket while an 80% charge in 30 minutes is possible via a 400V external station.

It will be followed by a full-hybrid DS5 in 2011.

As Citroën's C3-based 'Mini & Fiat 500 competitor' the new DS3 is set to hit the showrooms in March 2010, interior pictures of it have been released. Some would say more of the same... You be the judge.



DS3 interior

continued on page 24...



Our report on Citroën's new styling direction wouldn't be complete without mention of another concept car introduced in 2009. The C7 is a peek into longterm direction for a new sedan that should be unveiled sometime in 2013. Rumoured to be priced between 70.000 - 75.000 €.



The future Citroën C7 will be a premium sedan with overall design similar to the future Peugeot 708 and on the same platform.



Citroën is back in full force on the rally circuit.



Kimi Räikkönen (The Flying Finn, pictured on the left) is now a WRC driver. He will pilot one of two Citroën CR4 Junior Team cars with Kaj Lindström as his co-driver. Team boss Olivier Quesnel rates the ex-Ferrari pilot highly, saying, "What he did there in a S2000 was amazing," when speaking of Kimi's run in an Abarth in a Finnish rally earlier this year.

This move will put four Citroën cars in next year's Championship, with returning title winners Sébastien Loeb and Daniel Elena, Dani Sordo and Marc Marti, plus the junior cars of Räikkönen/Lindström and Sébastien Ogier and co-driver Julien Ingrassia.



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He Won't Shut Up About Traction

by L. Lewis

As a matter of fact, I don't want to talk to you dept:

Stoplight chatter!
"What kind of car is that?"
"Citroën"
"What?"
"CITROËN!"
"What?"
"CIT! TROW! ENN!"
"What?"
"Peugeot"
"Oh."

Again!
"What kind of car is that?"
"Citroën"
"Who makes it?"

Aye Carumba!
"What kind of car is that?"
"Citroën"
"Is that a GermanEnglishItalian car?"
"No"

Salud!
"What kind of car is that?"
"Renault"
"Thanks"

Olé!
"Is that a thirty seven Rover?"
"Yes"

Ein Prosit!
No words were spoken but a bright boy on a bicycle gave me a Hitler salute while driving the Light 15!

Maybe I mumble. Pretty sure I don't stutter. Being slightly deaf, that does make it difficult sometimes to adjust the volume on my voice. But I'm sure



I speak clearly to people at stoplights who just have to know what kind of car I'm driving. I don't know what people expect to hear. They don't seem to hear what I say when I tell them what the car is. Are people that stupid? How many times have we all had to answer the question "Where do you find parts?" and then when we answer them by saying we get them from a man in Pennsylvania, they actually act disappointed. Like they've lost something. Like they've lost the chance to feel superior that they don't have a car that's hard to find parts for.

No, it's not hard to find parts for a Traction. People don't seem to want to hear that. After twenty-five years of these questions, I'm finding myself more and more irritated by them. I don't like having questions fired at me all at once for any reason and I sure don't like repeating myself. I especially don't like it if the questioner interrupts the answer. The rudeness. What, you can't understand something that isn't a soundbite? Too many words? I'm just here for your entertainment? My car and I are here to amuse you and I have nothing better to do than to stand here answering questions until you get bored? Or you just have to tell me your entire automotive history starting with the 1971 Plymouth Duster you used to own? That happened in the parking lot of a liquor store. "What year car is that" and then he was off to the races! I finally had to walk away leaving him to babble to himself.

At car shows and cruise nights you have these same people who will interrupt your answers so as to give them a chance to drone on about their cars they had but were forced to sell or their wife would leave them if they didn't. Or they're now looking for another one because he sold it and she left anyway. You might get the real, inside reason why Kaiser stopped building cars or why you couldn't get this colour combination in Canada. Painful detail, too. I care deeply.

At most car shows you have people that sit in lawn chairs by the back of their cars and obviously don't want to talk to anyone outside of their little clique. That's fine. Can't blame them, really. Here's a little digression about that; at the Rhinebeck car show in New York, there were two couples who would show up dressed in 1930's Bonnie and Clyde outfits and they would park together and always take two extra spots between their cars. Here would be a display of vintage picnic gear, an old phonograph, fake Tommy guns, sacks of money, you get the idea. They actually resented that people wanted to take pictures!

Car shows also have people that stand around by the front of their cars and are usually amenable to talking about their cars and how they put up with the idiots, I will never know. Some people will park their car at the show, give it a quick wipe then disappear and show up from time to time. That's what I do. I try to find like-minded people at car events. They are usually there but are often hard to find, especially if it's a show you've never attended before. I don't really go to big organised shows much anymore anyway. Too many idiots asking questions, too many cliques, too many rules. It's why I like Rendezvous with its like-minded individuals. The first time I put the 11B in the show at Rhinebeck, I had some intelligent conversations and

some not from the passers-by. The category I was in was post-war sedans so I was alongside a Desoto and a Pontiac. Neither of these cars owners would talk to me because my car was foreign, judging by the comments my wife overheard. Regular folks. Good times.

There is a show at the Vanderbilt mansion in Hyde Park, New York every summer. The first time I put the Traction in that show a grey-haired loud-mouth started bellowing about how he used to run those cars off the road "back in the war." On and on he ranted. A crowd gathered. I said nothing while I got the car set up, then strolled over to his Plymouth and said (everyone was quiet, watching and listening) "Plymouth, eh?"

"Yeah, that's right!"

"Deluxe, huh?"

"Yeah that's it!"

"What's that mean, anyway? It comes with fries and coleslaw?"

People were hysterical. Idiots aren't just there to look. Sometimes they own cars. I recall wishing at the time that I had a good cigar and a strike-anywhere match. Would've lit that match on my thumbnail and fired up that stogie and walked away serene. I think I heard him say how I was "ungrateful" but wasn't sure. Ungrateful for what? That I wouldn't take his abuse or that he was in Big Two and kept Hitler from invading Jones Beach? Yes, I am grateful. Hitler's plans were to invade and put on the adult version of "Sound of Music" at the band shell, I am sure.

Owning an old car automatically means that I am interested in NASCAR, Formula One, Rallying and whatever is shown on SpeedVision (which I don't get on my cable package.) I am interested in hairy men working on hideous motorcycles. I want to see cars made to look ridiculous. I care about all of this. I care about the stupid prices paid for cars I really love, like 1970s muscle cars at the auctions in Arizona. I care that people now seem to think that it only takes an hour to fully restore a car and sell it for a million dollars at Barrett-Jackson. Owning an old car makes me care. Sure.

Sometimes if I'm out in one of the cars and stop at my local for a cold one on my way home I get to hear all the car talk from whoever's sitting nearest me. One guy thought for some reason that I would be interested in the 1965 Ford he had and how he was going to put fuel injection in it until his wife made him sell it. Wouldn't shut up about it. I finally said how I had factory fuel injection in my 65. He had a difficult time accepting that. He never heard of factory fuel injection in a 65 Ford. I told him I never heard of it either but the car I was talking about was a Mercedes. He wouldn't talk to me for a while after that. Recently he asked if I've ever heard of a magazine called "Hemmings".

Now and then you get a reasonable question. I was asked while driving the 11B if it was a Light 15. Don't mind talking to people like that. Turned out he owned one back in Ireland. A man driving a Ferrari once said that the Traction was his second favourite car. Just for fun I asked him what his favourite was. His amazingly beautiful girlfriend smiled at that. One of the benefits of having a 1962 Lincoln as I do, you almost never have

to talk to people. Almost everyone knows what it is. I was asked once if it was a Packard but just about everyone knows the President Kennedy car. Stylish, just like he was. Cool, in the narrow-tie, rat-pack ethos of a pretty cool time before the sixties became all about the boomers but I digress, again. I've got to stop that. One of the benefits of now-working factory air conditioning is that with the windows rolled up at stoplights on a summer's day, I can easily pretend not to hear you. My Lincoln is a sedan, but I would like a convertible too. Maybe someday. There's always the drawback of the stoplight inquisition. Hard to avoid it with the top down. Maybe I'll drive with the top down and windows up. Why? Because I don't want to talk to you!



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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.nimik.it/rally/index.php>



A "widened" 2CV Truckette on top, but a Ferrari F355 underneath. They call it a "super rally car". It was fabricated by Nimik, a group of Italians who love to build zany race cars.

<http://www.redcarpet-fashionawards.com/category/blog-features/milan-fashion-week/>



At the spring 2009 Milan Fashion Week, the Citroën C3 Picasso was shown, styled by Luisa Beccaria, where the entire bodywork was floral from the seats to the instrument panel. Hardly an original idea though... Did you know that a 2CV sports car in the 1950's did the same? The DePontac had floral fabric embedded into its fiberglass body. When it was shown at the Paris Auto Show, fashion models wore dresses of the same pattern as the car's body.

http://www.youtube.com/user/theofficialcitroen#p/u/4/_UPscUU0tpA

The Eiffel Tower was specially illuminated on Oct. 28, 2009 for the launch of the new Citroën C3. And a video was made shooting through the vertical panoramic Visiodrive windshields of various C3s.



<http://www.scaryideas.com/content/4041/>



The latest Citroën C1 commercial is a special effects extravaganza based on Rubik's Cube. This link shows the commercial and how it was made!

<http://www.funnyplace.org/stream.php?id=13536>



Innovative Citroën C3 Visiodrive commercial by advertising agency: Euro RSCG Düsseldorf (Germany) where the Citroën really swings!
Creative director: Felix Glauner
Production House: Wanda
Soundtrack: "Tick Tick Boom" by The Hives

<http://www.ina.fr/economie-et-societe/environnement-et-urbanisme/video/AFE03006780/departs-en-vacances-sur-la-nationale-7.fr.html>



Richard Boudrias sent this marvelous "back in time" url. It's a silent black & white film that shows the national French highway (N7) in what appears to be the late 1950's.

It's a must see: Packed with Citroën 2CVs, Traction Avants, H-Vans and a DS or two.... And packed with other classics including a Renault 4CV, Peugeot 203 and 403, Panhards and some notable English classics. Can you spot the Morgan?

Sit back, relax and enjoy the era. Bet you can't watch it just once!



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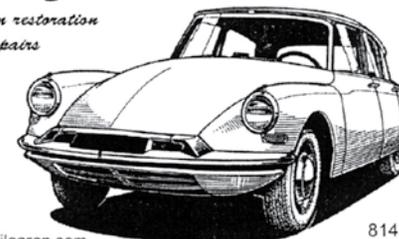
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I am looking for 1971(?) Citroën DS21 Pallas, dark green with black leather interior. The original owner was Tony Maas Sr from Halifax N.S. It was sold sometime in the early 1980's to someone in Halifax. Distinguishing features include trailer hitch, 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

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Citroëns for Sale - USA:

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



1974 D-Special. This is one of the few remaining really nice, original low mileage DS's. It was imported from a dry part of France about 10 years ago. Once here, it received a full mechanical/hydraulic restoration to original standards using mostly NOS parts (very little repro). As a result, it runs perfectly in all respects. Total mileage is about 100,000 km (60,000 miles). All work performed by the two Chris's in Seattle. It also received an extremely

thorough and high quality paint job, inside and out to the original color, Bleu Lagune (AC639). Absolutely no rust or accident damage. Interior is all original. \$30000.00 US firm. Seattle area. Contact: cddubuque@earthlink.net. 12/09



Citroëns for Sale - CANADA:

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



1985 2CV Club. Red. A lot of new parts, new tires, roof top. Excellent condition. \$7,500 CDN - O.B.O. Contact Ivan Dankov: Home tel: 416.626.0191 Cell: 416.648.8744 Toronto, ON. 5/09



For Sale, next five items:

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1953 Traction Needs to be restored, 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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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

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

I construct Citroën SM car models in scale 1:18. Interested?



Visit:
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12/09

Reported Thefts:

2CV Stolen in the - UK Could it be in NA?

Mr. Siobhán Rocks 1987 2CV (license plate D685 VHG and named "Billy") was stolen on 29/30th August. Last year the car was fully restored to a very high standard. The local police believe that the car was stolen 'to order', and it is possible that the thieves plan to sell it abroad. Here is a list of distinguishing features unique to car:



1. A black luggage rack on the trunk lid.
2. No joins in screen surround
3. Roof clips above screen surround removed
4. No centre join on 'B' post
5. Flat panel boot floor with no ribbing
6. Front of bonnet has a 100 mm square patch welded into it - visible from inside
7. Stainless steel bracket on front bulkhead where the accelerator cable passes through
8. Nanking front and Firestone rear tyres
9. Stainless steel rear bumper and painted front bumper.
10. 'A' panels reinforced inside with resin-bonded plates
11. "Billy" stickers where "Dolly" is on other models (front vent panel and boot)
12. Holes in body shell for waxoiling
13. Heated rear window
14. Chrome surround on rear number plate
15. The Disklok has scratched the underside of the steering wheel - you can feel the roughness when you hold the steering wheel.

Siobhán has also set-up a My Space page <http://www.myspace.com/billy2cvstolen> with latest updates. We ask that anyone seeing this car contact siobhan@alexcom.org.uk

Citroën Toy Theft



The French Amicale Citroën France informs us that 13 Citroën toys (type "Jouet Citroën", estimated value of 25000 €) have been stolen from a French collector just after Epoqu'auto event in Lyon. Please see pictures at

<http://amicale-citroen-internationale.org/content/view/78/1/>.

If you hear something about these toys or see them in any exhibition, internet auction, or advertisement please inform the French ACI Delegate Laurent Moret de Rocheprise, (email: laurentmr@hotmail.com) - he will transfer information to the collector (who has reported the theft to the police). 

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Christmas Party Doug Pengelly



Citroën's Role in Quebec's Political Sovereignist Movement.

Ok, we're making an obscure association in this article, but here goes anyway;

Charles De Gaulle owned a Citroën (a Traction 15/6) and was the catalyst to an insurgent separatism (now politically corrected to Sovereignist) movement in Québec in 1967 when he stood on a balcony at Montreal's city hall and proclaimed to all "Vive le Québec. Vive le Québec libre!"

Greg Long noticed recently that in the June 27, 2009 edition of the National Post, columnist Conrad Black wrote an article called "Separatism's dying embers return Quebec to a pivotal position". In it Black says about Jacques Parizeau, noted Quebec sovereignist who served as Premier of the province of Québec from September 26, 1994 to January 29, 1996; "Jacques Parizeau is a delightful man personally, convivial and intelligent, the more so because he is Tartuffe, Molière's perfect bourgeois gentleman. The summit of his official happiness was being conducted to a five-star restaurant in an official Citroën DS with M. Duplessis's fleur-de-lys flag fluttering on its fender, from which the chauffeur would debouch in haste at the destination, place Jacques's camel-hair coat over his shoulders and retrieve him three hours later, after a three-martini, two-Bordeaux bottle, one-Armagnac snifter lunch".



Charles De Gaulle addressing Montrealers on July 24, 1967.

What is it about French political leaders who spend time in Citroëns, that gets them thinking that way? Maybe it's just the wine... 

Citro-infatuation:

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

It does not have to be long, but it does have to be a story that conveys the passion you have for your Citroën.

Send along a photo and we'll do the rest. Come-on... email is all it takes. Inspire others and take on a starring role!



Don't Turn a Blind Eye to Your Traction

by Rich Pazar

I have located, purchased & installed a set of halogen headlight bulbs for my Traction. I went for a ride tonight and they work very well. As far as the headlights go, it's like driving a good modern car. I am very pleased.

I bought the bulbs from a firm called Little British Car Company. The main web address is www.LBCarCo.com (<http://www.LBCarCo.com>), but the page with part numbers is classicbulbs.com. They also have bulbs for a lot of other very old cars. They are a nice company to deal with; there was a mistake with the part numbers, which was partially my fault, and they accepted the wrong bulbs back and sent the new ones with no fuss. Their street address is:

29311 Aranel
Farmington Hills, MI 48334

Phone: 248-489-0022. The man to talk to there is Jeff Zorn.

The part number for Cibie & Marchal bulbs (6 volt) is 170-905H, base Ba21d. (HALOGEN 6V 35/35W Ba21d FOR USE WITH MARCHAL SEV HEADLIGHTS). Each bulb is \$45.00 US.



They do carry two types with the same base for 12 volts; # 170-903H, base Ba21d (HALOGEN 12v 40/45W Ba21d FOR USE WITH MARCHAL SEV HEADLIGHTS) and - SPECIAL ORDER # 170-904H, base Ba21d (HALOGEN 12v 55/60W Ba21d FOR USE WITH MARCHAL SEV HEADLIGHTS). Both are \$40 US each.

Although they are rather expensive, if it saves one collision at night, it's well worth it. Apparently the prices are pegged to the Euro, because they change quickly.

The only change I had to do to the car was to bend the contacts very slightly to get a good tight fit of the bulbs in the sockets. If you need to do this, please look and make sure that the contacts do not short against the frame of the socket. They are like any other halogen bulb in that you aren't supposed to touch the glass, and if you do, it should be cleaned with alcohol. The new bulbs did not appear to change the pattern of the headlights at all and I did not have to re-aim them.





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Citroën Autoclub Canada

CITROËN GALLERY

*European CITROËNVIE
subscriber Eoin Sloan sent us
this photo of him rallying his
1972 GS1220 on the Tour Auto 2008
(Europe's premier 5 day race and
regularity rally), part of the
Silverstone Classic 2008*

