

# CITROËNVIE!

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

2012 No. 4

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***Feature Report:***

***15th ICCCR - Yorkshire, UK***

- **Rendezvous 2012**
- **Citroëns at Carlisle**
- **CAC Niagara Wine Tour**
- **Bastille Day - NYC & Toronto**
- **D Alternator Failure - How to fix**
- **Cabrio Connoisseur's Tale - Part 2**
- **Central Florida Citroën Meet Report**
- **Rejuvenating a 1939 Traction Avant**

## USA Citroën Events:

Sept 14 - 16 '12 - Fall CITROËNVIE Historical Driving Tour of Kentucky.  
(For details see ad on page 24 of this issue).

Sept 30 '12 - NWCOC 2CV motor clinic at 2CVsRus! See how to disassemble and overhaul a 2CV engine. RSVP with Axel. Tel: 206.439.0202 or email: axel@2CVsRus.com

Sept 30-Oct 2 - NWCOC Lap of the Olympics Camping Tour. WA Olympic Peninsula. Three-day tour counter-clockwise around the Peninsula. Contact: lsarmanian@curtisswright.com

Sunday Nov 4 - The Best of France & Italy Car Show - Woodley Park in Van Nuys, CA. 9am - 4pm. [www.franceanditaly.com](http://www.franceanditaly.com)

Dec 8 - CA - Holiday Party - San Francisco Citroën Club Details at: [www.Citroënsanfrancisco.com](http://www.Citroënsanfrancisco.com)

May 17 -19, '13 - Citroëns at Carlisle - Carlisle, PA

## International Citroën Events:

Nov 9 - 11 '12 - Le salon Epoqu'Auto. Lyon, France. <http://www.epoquauto.com/>

Feb 6 - 13, '13 - Retromobile - Paris - Porte de Versailles [www.retromobile.com](http://www.retromobile.com)

Apr 10 - 14, '13 - Techno Classica - Essen, Germany  
[http://www.siha.de/tce\\_uk.php?m=1&ms=1](http://www.siha.de/tce_uk.php?m=1&ms=1)

May 4 & 5, '13 - Citromobile - at Vijfhuizen (near Haarlem) Holland

Jul 31 - Aug. 4 '13 - 20th International Meeting of 2CV Friends - Alcaniz, Spain.  
Website: <http://2cvspain2013.com>

Aug 8 - 10, '14 - EuroCitro at Le Mans. Celebrate once more (for the 5th time) the most popular grand French Citroën meeting on the traditional race track. [www.eurocitro.org](http://www.eurocitro.org)

2016 - ICCCR - The Netherlands (date and location TBD) [www.iccr2016.nl](http://www.iccr2016.nl)

## Citroën Autoclub Canada - Eastern Events:

Regular monthly meetings are held on the second Wednesday of every month. From October - April our location is indoors at the Granite Brewery in Toronto. May - September meetings are held outdoors at the Grenadier Restaurant in High Park, Toronto.

Sept 29 '12 - 10 am - CAC Fall Outing - Day trip through the gorgeous back-roads northeast of Toronto taking us to the Kawartha Lakes area. Take in the Autumn colours. (Oct. 6 is the rain day.)

Oct. 10 '12 - 7 pm - Monthly Club meeting (indoors) at the Granite Brewery, on the southeast corner of Mt. Pleasant & Eglinton Ave. Toronto.

Nov 14 '12 - 7 pm - Monthly Club meeting (indoors) at the Granite Brewery, on the southeast corner of Mt. Pleasant & Eglinton Ave. Toronto.

Nov. 25 '12 - 1 pm - CITROËNVIE & Citroën Autoclub Canada Planning Meeting for 2013 at George Dyke's house. (Please RSVP with George.)

Dec. 1 '12 - 11:30 am - CAC Christmas Party - at the Granite Brewery, on the southeast corner of Mt. Pleasant & Eglinton Ave. Toronto. (RSVP).

Jan 9 '13 - 7 pm - Monthly Club meeting (indoors) at the Granite Brewery, on the southeast corner of Mt. Pleasant & Eglinton Ave. Toronto.

Feb 13 '13 - 7 pm - Monthly Club meeting (indoors) at the Granite Brewery, on the southeast corner of Mt. Pleasant & Eglinton Ave. Toronto.

Mar 13 '13 - 7 pm - Monthly Club meeting (indoors) at the Granite Brewery, on the southeast corner of Mt. Pleasant & Eglinton Ave. Toronto.

## Citroen Autoclub Canada - Western Events:

Sept. 15 '12 Tour De Côte Sur Mer 2012 Drive along the seaside to the West Vancouver Yacht Club and on to Horseshoe Bay. Info: [johnnymac4bc@telus.net](mailto:johnnymac4bc@telus.net)

Oct. 21 '12 Westham Island and George Reifel Bird Sanctuary Tour - Ladner/Delta, BC. Info: [johnnymac4bc@telus.net](mailto:johnnymac4bc@telus.net)

*The editors, George Dyke and John McCulloch, are always delighted to have contributions to CITROËNVIE! We are looking for articles on events, cars, people or any other item that you think might be of interest to our Citroën fanatics. Include a picture or two. We can take it from there...*



*Cover: Citroëns gather at Tawse Winery during the CAC Niagara Wine Tour - July 6, '12 - Grimsby, Ontario.*

*Photo by John McCulloch*

## Message from the Editors



George Dyke

It's mid-summer as I'm writing this editorial and I've literally had to force myself to sit down and concentrate on getting it done. Why you ask? The weather in Toronto, has been comparable to that of southern France. Hot, dry and absolutely perfect for enjoying the Citroëns. Well, most of them anyway. It's been a little too hot for the Traction 15-6, GS and the DS21 (no air) but get them in motion and they too are a pleasure to drive. I've taken a number of country day trips in them. Around town scooting has been in a 2CV, but I also did the Rendezvous

excursion this year in one. Of course for warm evenings, there is nothing like blasting around Toronto in the Méhari. People are all smiles and "thumbs-up". Yes, you have to answer a hundred questions every time you take it out; "No, it doesn't float" and "It isn't a VW Thing or a Mini Moke". Small price to pay for the fun of driving it and the folks you meet. For Club meetings and our Bastille Day outing this year the HY-Van has come in handy. Sure it's hot, noisy and slow. Brakes are about as effective as those of a locomotive. But that doesn't kill the fun factor! It's the one Citroën that gets noticed a mile away!

As I mentioned in my Spring message, the ability to drive these cars and enjoy what Citroën engineers envisioned when they designed them is virtually a priceless experience. As different as the 2CV is from the DS, and the Traction from any other car of its era, the level of comfort they deliver is awe inspiring even today. And their engineering virtues shine. Even owning an SM along with a Traction, DS, GS, an HY-Van, 2CVs and Méharis, my entire fleet costs less than a single Lamborghini (to buy and to run) and is way more fun!

Classic Citroëns are becoming more than objects of cultural desire. They are mobile cultural assets. Each one conveying a positive image and creating more and more interest to an increasing number of people. We at CITROËNVIE encourage this positive perception and feel it needs to be preserved. And we sincerely hope that our politicians can appreciate their characteristics and will allow us to promote an understanding of their characteristics to the public and to future legislative decisionmakers.

With the recent investment by General Motors in PSA Peugeot Citroën, there



John McCulloch

has been speculation that we may see Citroëns (and Peugeots for that matter) available for sale in the US and Canada. John and I have had some very high level discussions with PSA Peugeot Citroën executives about the North American market. While the GM deal may yield common components and platforms for future models that will be offered here by GM, PSA Peugeot Citroën has no interest in selling cars in North America. Right now they are focused on how they remain profitable in Europe and expand their market in Asia. Although I'm disheartened that they feel this way, I, and I think we all, have to come to the realization that the future of Citroën can't be tied to their innovations of the last century. The C6 ends production this fall. We have it on good authority that it will be the last Citroën that will exclusively use hydropneumatic suspension. (The C5 in Europe can be had with hydro-pneumatic suspension as an option, but it is not offered on any of the lower end or newer production models). While this may seem to be sacrilege, new technology has been developed that offers very effective means to control how an automobile rides. The magnetorheological shock absorber, for example, which regulates its fluid by an electromagnetic field, thus allowing the damping characteristics of the shock absorber to be continuously controlled by varying the power of the electromagnet is one method that can be sourced rather than engineering unique hydraulic suspensions within the company. The reality is that success in the automotive world these days is not about technical innovation as much as it is about integration.

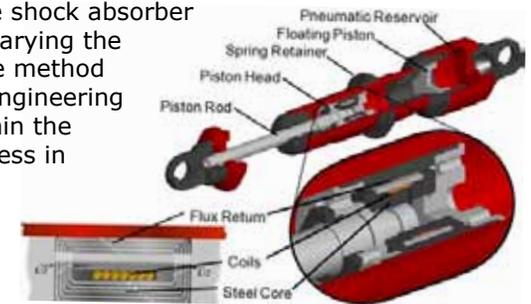


Illustration courtesy Techno-Sciences, Inc.

Marketing can spin the "latest and greatest" hype and show off aggressive design concepts, but under the hood it pays to be pretty much like everybody else. And what this means it that there is all the more reason to cherish our classic Citroëns. They are truly unique examples of pioneering thinking and completely different approaches to the norm. Automobiles that stood up to and stood apart from the other offerings in their time. Our joy is that we can experience them firsthand in a world of homogeneous cars. Driving a "true" Citroën is so distinctive that it actually makes me cynical about every new item sold today, from cars to iPhones. Yes, new products today can offer stunning design and advanced engineering, but they have been 3D visualized, market tested and built under the watchful eye of corporations run by bean counters. Even their marketing and distribution channel to you is simply an agnostic delivery commodity. Whether it's the product or how we are handled by those trying to get us to buy it, the mantra for the customer these days is: You're unique, just like everyone else.

Isn't it nice to be different and drive something that reflects that mentality?

Cheers! - George Dyke



# I.C.C.C.R. Yorkshire 2012

by John McCulloch

What can you say more about an ICCCR than that you have the greatest mix of Citroëns you will see until the next one. Moreover you get to mingle with enthusiasts, mechanics, parts suppliers and experts on the most obscure Citroëns you will ever see.



By any standard an I.C.C.C.R. is a challenge that tries its organizers to the limit. Organizational and logistical considerations aside, there remains the whole question of the site, its pros and cons, will people come to the event and then there is the weather. It has been said forever in Great Britain: If you don't like the current weather, just wait five minutes. Prior to August 9, the site was well established, the organization fixed, the logistics of moving cars from Paris was resolved (finally). Everything was in place. But what about the weather? The U.K. had experienced the wettest summer on record, enjoying(?) three times the normal amount of rain. Yorkshire, for the uninitiated, has a reputation for rain followed by sun followed by more rain etc etc..

From the Wednesday before the event to the Sunday morning of the last day, the Yorkshire team led by Nigel Wild and Mick Popka presented partici-

pants with a nearly flawless event. A friendly group of volunteers met and registered campers and non campers with an unflappable calm. There was never a lineup (aka a queue) of any significance. Campers were directed to move back onto the camp grounds set upon the southern most part of the Yorkshire Exhibition grounds. Non campers drove up near the main Hall (number 2) where they were able to park on a huge paved area as they saw fit. The hardest part of the operation was reminding the French drivers "à gauche, à gauche".



Once the 2534 cars and 4888 participants were settled, there was no shortage of activities for every interest. The Museum was certainly one of the highlights but I

Canadian contingent: Phil Devingt, John McCulloch and David Kelley.

want to save that for a separate article in the next issue. The main meeting facility (Hall 2) is a vast building housing a large cafe, large assembly hall for over a thousand people, a large area devoted to the museum and an information centre at the entrance.

To the north of Hall 2 was the vendor area. Here, as well as in part of Hall 2, you could find every sort of part both new and used you could imagine. Many familiar names such as Burton, Renel, Französische Klassiker, Ecas were present. Other vendors were selling model cars. T shirts, banners and other automobilia. Other vendors sold used parts in the covered areas which normally hold cattle or sheep.

Organizers provided entertainment for both young and old. One display featured a collection of birds of prey such as a falcon, an owl and other raptors. Many children had a picture taken of themselves holding a bird. Bands played at venues around the site and in the evening larger bands performed on the main stage in Hall 2. A huge engine set up between the registration area and Hall 2 was started up periodically to give participants an idea of what a powerful machine looked and sounded like. Perhaps the highlight for me was the incredible fireworks display which was set off from an abandoned railway trestle bridge south of the site. The combination of sound and colour was magnificent.

The formal part of the meeting - the opening ceremony was a rather interesting affair. The ceremony was to take place at "Etoile" a spot on a slope halfway between Hall 2 and the registration booths. The Mayor of Harrogate, the mayor's wife and a Sergeant at arms complete with mace were in attendance. They were brought to the spot in a lovely C6. I was to make a



## 15th ICCCR



speech as was Denis Huille of the Citroën Héritage. Nigel Wild and Mick Popka were also scheduled to speak. Denis and I walked down the hill to Etoile, only to find that the venue had changed to the top of the hill. We solemnly marched back to the top only to find out "No we're having it at Etoile". Denis, distracted by a group of Citroën fans remained at the top while I trudged down the hill. Just as I reached the C6, it was announced that, because there was no sound available, the ceremony would, in fact, take place at the top of the hill. So by the time I made my little speech I was exhausted but feeling much fitter. The lighted moment came when some frenchman standing to the side of the stage suggested that the Sergeant at arms was there with his mace to hold back the crowds wishing to assail the Mayor.

My wife and I had to leave on the Sunday (the last day) and thereby missed some events but we have a huge stash of memories of what we did see and the people we met. While there are always quibbles with any event of this size, what struck me most was the positive "Let's solve this problem now" attitude. There was no clinging to form, just welcoming smiles and "How can we help?"



## Citroëns at Carlisle, 2012

by Brad Nauss

The sun reflected brightly off of approximately 40 Citroëns as they sat proudly on the Import and Kit Car Nationals "fun show field" early in May. Their owners had brought out what was the most varied assortment of Citroëns seen at the Carlisle, PA meet ever.

The weekend began with a few people and cars arriving on Thursday. By Friday night, approximately 35 French car lovers met at the Silver Springs Diner in Mechanicsburg for a great evening of fellowship and good food.

Even though those attending did not think it possible, Saturday's weather was even nicer than Friday's, as even more people arrived. For Citroën owners, the fact that there were 40 examples of a marque which has not been officially imported to the USA since 1973, was a testament to the cars and the people who own them. The Citroëns were part of approximately 1,100 cars on the fun show field that weekend.



People's Choice judging was held during the afternoon, with an effort made to get those who did not own Citroëns to participate in the judging

also. The Citroëns at Carlisle welcome tent was an oasis, with chairs to rest on, and became THE place to get out of the sun, enjoy a cold water, and talk "Citroën".



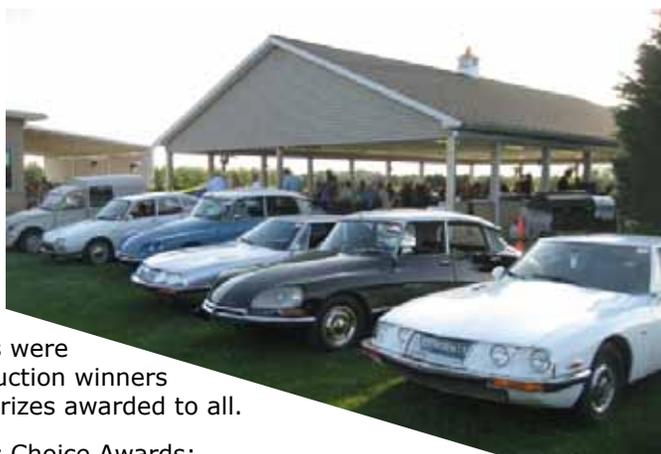
At 3 pm, a seminar was held in the main seminar tent. Martin Gambony, with his Dyane, and Marvin McFalls from the Renault Owners Club of North America, with a Renault 5 "Le Car" presented an informative discussion and demonstration of the two cars....

each of which were in direct competition in France at the time of their production.

Saturday evening, approximately 80 French car lovers and friends descended upon Mayapple Golf Course and



Fiddler's Restaurant pavilion and had a wonderful evening together. Our host, Citroën owner George Lois, provided the venue for an evening of friendship and enjoyment.



Following a wonderful buffet dinner, the People's Choice Awards were presented, the silent auction winners announced, and door prizes awarded to all.

Winners of the People's Choice Awards:

- 1) Best early D series. Dan Burke
- 2) Best late D series. Peter Bandy
- 3) Best Deux Cheveu sedan. Turner Smith
- 4) Best A series Truckette. Judy Reiter
- 5) Best Ami. Phillippe Desjardins
- 6) Best Dyane. Martin Gambony
- 7) Best series one CX. Ariel Robinson
- 8) Best series two CX. Louis Bevier
- 9) Best SM. Mark Adams
- 10) Best XM. none present
- 11) Best GS. Dale Martin
- 12) Best Traction Avant 11cv. Brad Nauss
- 13) Best Traction Avant 15cv. none present
- 14) Best Citroën, Special Category. Christopher Meccia
- 15) Best French car that is not a Citroën. Jim Schlick
- 16) Best of show. Peter Bandy



Sunday morning, approximately 30 met at Café 101 in Boiling Springs. We enjoyed a great breakfast on the deck, followed by some time walking around the quaint little town. Everyone enjoyed seeing the "bubble", the largest natural spring most had ever seen. After a group photo, a small group of cars participated in a tour of the countryside, making a stop at a local covered bridge, then proceeded back to the fairgrounds in Carlisle where several Citroën owners and their cars were part of Carlisle Events awards presentations later in the afternoon.

Citroëns at Carlisle promises to be even bigger and better in 2013. Mark your calendar now for May 17 -19, 2013 !



## Pittsburgh Vintage Grand Prix 2013



*Carl Erb from Pittsburgh wrote in to encourage us to start thinking about the possibility of a Citroën presence at the Pittsburgh Vintage Grand Prix 2013. Carl writes:*

Dear Citroën Friends,

It is truly an incredible event. This year there were 231 priceless vintage race cars from all over the United States and Canada racing on the most unique race track in the US. (In past years there have been cars from Europe and even one from Australia). It has been said by the race officials (who conduct races all over the continent) that the Pittsburgh Vintage Grand Prix is the most unique race that they officiate.

When interviewed, officials mention that, from a drivers standpoint, this is a more challenging track than any other they sanction because of the curbs, huge immovable stone walls, hay bales, crowns in the road, manhole covers, bridges, trees etc...) Another unusual aspect about the PVGP is that spectators get right up close and personal with race cars coming around the many hairpin turns. The race is held on public streets that wind their way through Schenley Public Golf Course in the University area of Pittsburgh where you have the University of Pittsburgh--Carnegie Mellon University--Carlow University--Chatham University as well as the Tower of Learning (clearly visible from the race track) and the World Class Carnegie Museum.

WATCHING THE RACE IS FREE AND PARKING YOUR CAR IS FREE! Race wise, the only cost of the event would be if we go together as a group and purchase a spot in the patron's area to park our cars together to make it "Citroën Central" where we could also have drinks and a lunch spread and WOW the people of Pittsburgh with a display of cars they have never seen before. Even as the only Citroën at the events, I caused quite a stir at 3 of them during the week leading up to the race weekend. I found out that there was a DS at the race on Saturday, but do not know whose it was.

Events take place all week long. My 15CV is the first photo that pops up when you open the Walnut Street Invitational Event.  
<http://studio721.smugmug.com/PVGP2012/Walnut-Street-Invitational/>

Click on the various events, especially the Forbes Avenue of Speed event that give good close-ups of the race cars.  
<http://studio721.smugmug.com/PVGP2012>

Look over the photos and think about it!



## 2012 Summer CAC Niagara Wine Tour

by George Dyke

The Niagara Region has long been a favorite destination for CAC outings. For the past couple of years we have made it a regular summer event. This year we took advantage of our rain day delay to ensure a sunny and warm outing on Sunday July 8.

Marijke and I picked up Isabelle and Nazar Miszczuk near High Park in Toronto in our DS21 as Nazar was without a Citroën since he is presently restoring his 1939 Traction 7A. We assembled at Nebo Djurdjevic's house in Oakville at 10 am, meeting up with Steve Loria, John McCulloch, Chris Deja, Jim Sciberas and Herb Arnds and his wife Evelyn Dempsey. We departed Nebo's at 10:45, driving by the gorgeous homes along Lakeshore Rd. We continued along the shoreline of Lake Ontario, meeting up with Brian Chewter, and Bill Rea and his family who joined our convoy in Hamilton.

Our first stop was the upscale Tawse Winery. Sietse and Petra Elsinga met us at Tawse in their 2CV as they live just down the road. And Lloyd McBride joined us coming over from nearby Brantford. As people gawked over the line of Citroëns assembled outside, we sampled Tawse's outstanding wines at their indoor tasting counter.

From there we took a leisurely route through some lovely twisty back roads on the Niagara Escarpment, stopping for lunch at the Creekside Winery which has a restaurant called Decksider. It features an open veranda to sit and relax while food is prepared on outdoor grills.

Afterward we took another drive along some different back roads in the area, landing at Calamus Estate Winery and then finally Megalomaniac, a new winery (with outstand-



ing wines) that sits underground in the top of a hill with overlooking views of both Toronto and Niagara Falls.

By this time it was late afternoon and Bill suggested that we go back along the Ridge Road of the Escarpment and drop down into Hamilton to stop



at his pub "The Winking Judge". It was a perfect way to wrap up an outstanding day!

We took the Lakeshore Road back from Hamilton all the way to Toronto. How serene, particularly in my DS!



## July 14, 2012 - Bastille Day on the Toronto Lakeshore



The Citroën Autoclub Canada was invited to participate in a Francophone celebration of Bastille Day on the Toronto waterfront. We met at Budapest Park (just south of High Park) and spent a few relaxing hours catching up on Citroën news. In all we had 12 cars show up; 3 SMs, 4 2CVs, 1 Lomax, 1 Traction Avant, a



Above: Al Eberhard, Sylvia Basedau and Agnès Sesboue



DS21 Chapron, an XM and 1 HY-Van. The HY-Van served as our vending booth for CITROENVIE shirts.

Left: Coraline Allard, Geneva Long, John Long and Pierre Quesnel. Lower left: Philippe Devingt (in the cabriolet) and Ken McGuinness.

## A Huge Collection of Citroën HY Vans



Did you know that near the French village Canet d'Aude, there is a company called HY Retro Utilitaire that may well have the largest stash of venerable HY-Vans?



HY-Vans are charming, crude and remarkable machines. Their garden-shed looks come from the ribbed-panel construction (light and strong, and inspired by German Junkers fighter planes).

Equipped with a 1911cc engine from the Traction Avant, and headlights along with other electrical bits from the 2CV, they were built from 1947-1981 with hardly any changes.

## Rendezvous 2012 Report

by George Dyke

Unquestionably the largest Citroën event in North America is Rendezvous, an annual meeting held at Saratoga Springs, NY each Father's Day Weekend. This year marked its 36th anniversary. Over the years it's evolved to a multi-day Citroën-fest that runs from Thursday through all day Sunday! While the main show-field event is on the Saturday, there are a dozen other planned activities that make the time fly by so quickly that before you know it, you're back on the road driving home.

For me, Rendezvous starts each year with Canadian CITROËNVIE folks coming from the Toronto area meeting at my house. This year we had 8 cars in our convoy. The trip usually takes about 10 hours as we aren't in a rush and we tend to make a few pit stops along the way. The weather was perfect for the entire trip! Some very nice cars showed up at the Rendezvous. We counted 108 Citroëns. There were also a few Peugeots, and an Alfa Romeo.

The Saturday show-field venue changed locations. This year it and dinner were at Lakeside Farms, about 20 minutes southwest of Saratoga Springs. Nice facility. A little more basic than



Dave Burnham gave a tech talk Saturday on the show-field about the restoration of Lance and Michaela Hellman's

DS Cabriolet. In fact they brought the car! Still in the restoration process



the Saratoga Springs Race Track last year but we all managed to fit and the dinner served inside at the Lakeside was delicious.



and at the stage of dealing with rust discovered during disassembly. The car was on a rotisserie that enabled you to see all the areas that



needed to be addressed.

Awards were announced at the Saturday dinner and on Sunday morning during breakfast back at the Springs Motel (the home base for Rendezvous) the winning cars were put on display. Then it was off on an expanded driving event to take in more of the glorious scenery that this Adirondack region of New York State has to offer. First stop was the historic Parabolic Bridge in Hadley, NY and then on to the Gazebo on Lake Luzerne where a casual picnic lunch was provided.



Above: Jeff Teerlinck wins a tiny trophy for fitting into the smallest parking space.

Left: Dave Burnham's display of a DS Cabriolet in the process of complete restoration.



This year a BBQ dinner was added on the Sunday, that a lot of people stayed for, back at the Springs Motel. Most of the Canadians had to depart just after the Sunday breakfast as we needed to be back home Sunday night.

Another reason for going to Rendezvous is to stock-up on parts! In our case, 2CV tires were the order of the day. Proactive planning by Steve Loria enabled us to make a bulk purchase of 16 Michelin 125 x 15 radials from Coker Tire at a really great rate and get them shipped to Paul Riccardi who graciously agreed to receive them at his house and bring them in his Sprinter van that was towing his famous Mehari, to Rendezvous. I drove my 1989 2CV to Rendezvous and it still had its original tires. The tread was getting to a point where they needed to be replaced and I detected a bit of sidewall



*continued on page 12...* 



cracking. While in Saratoga Springs I found a local garage down the street to do the install so I could drive back home on new rubber!

Robert Monteleone, Kim Walter and the Drive-she-said group once again made a phenomenal effort to organize Rendezvous venues and ensure that people were content and well fed the entire time! It's become a pilgrimage that we look forward to from the moment we get home and summer starts. We know that once again next spring, there will be a get-together of our Citroën friends that will once again let us get caught up on old times, and meet some new enthusiasts that will hopefully ensure its future.

Above and left: Ben Boyle's Dyane. Notice the underdash vents. It's equipped with serious air-conditioning. Standing still or moving, a dedicated gas motor mounted in the trunk drives a compressor to ensure cold air ALL the time!



## Rendezvous People's Choice Winners - '12:

*Dyane Acadiane:  
Rob & Sharon Brainard  
'79 Acadiane CT*

*2CV & Fourgonette:  
Bob & Henrietta Lachmann  
'79 2CV CT*

*Ami 6, Burton, Mehari, H-Van, Visa:  
Ryan Rutherford & Tamara Petrosino  
'67 Ami6 NJ*

*T/A:  
Jean-Claude Taquist  
'46 B-L QUE*

*Early ID/DS:  
Bill & Judy Huff  
'59 ID19 NY*

*Late ID/DS:  
John Maddock  
'72 DS Break NY*

*GS:  
Ron Straub  
'73 GS 1220 NJ*

*CX/CXA:  
Dan McCarville  
'89 CXA Prestige NY*

*SM:  
Stephane Palumbo  
'74 SM i.e. QC*

*XM:  
Jerome Pettinga  
'98 XM VT*

*Rear Drive Citroën:  
Marc Desrosiers & Josee Theriault  
'29 AC4 QC*

*French (non-Citroën):  
Michael Gou  
'74 Alpine 110 QC*

*European (non-French)  
John deBruin  
'70 DAF Coupé VT*

*Fav of Show:  
Marc Desrosiers & Josee Theriault  
'29 AC4 QC*



## Bastille Day Parade in New York City

*Photos by Jorge and Carmo Tavares*

What has become an annual tradition; Citroëns again converged on Manhattan under perfect sunny skies on July 14, 2012 to celebrate Bastille Day!



## DSM

This fanciful bit of Photoshop work by D. Farez is called DSM. It features a SM-esque front and rear treatment given to a DS sedan. Incorporating the SM's rounded headlight glass, Farez makes it noticeably more so by rounding them horizontally and sweeping them backward.

The overall front end appearance bears somewhat of a resemblance to a Tatra 603. The front SM bumper center section (between the turn signals) is given the same curve and then the bumper morphs to that of a normal DS to wrap around the sides.

In the rear the sweeping lenses of the SM nicely fill the void in the DS that typically houses the license plate and the rear light pods. The tie-in of the top portion of the bumper to the body side molding is a nice clean design as is retaining the lower section of the DS bumper. Though we're not sure where the license plate is supposed to be mounted without ruining the concept's more contemporary look.

A little odd for sure, but this integration of the DS with the SM's front and rear could easily pass as a styling exercise in 1970 from Citroën designers.

Thanks go to Greg Long for bringing it to our attention.



Tatra 603



CONCEPT D.FAREZ





## In Memoriam

**NEIL BURTON BRYSON** *B.A.Sc. (Mech. Eng.), M.A.Sc., Ph.D. (Metallurgy), P.Eng.*  
**(1929 – 2012)**

One of the great joys of life is to meet someone so genuinely pleasant, sincere and easy going that you can't help but wish that you could be more like them. Neil was precisely that type of person. Neil passed away on June 6, 2012 at his Wolfe Island home overlooking the St. Lawrence River. Neil had coped with mesothelioma (a cancer of the protective lining of the lungs) for some time, but in its latter stage, and after choosing to decline all but palliative treatment, Neil died with courage, even gallantry, in the face of this awful disease.

In 1955 Neil married Ruth Pidgeon. They took a "wanderyear" in 1956-57 to travel on foot and by train in Britain and Europe before returning to Canada for Neil to earn his B.A. Sc. and M.A. Sc. in mechanical engineering at the University of Toronto.

Neil loved sailing boats, especially classic wooden boats. He was harbormaster of the Kingston Yacht Club in the 1960s and helped design and build the outer breakwater. He was one of the founding directors of the Marine Museum of the Great Lakes at Kingston.

Neil and Ruth shared many recreational interests, chiefly hiking and cross country skiing in their youth, and more recently touring by vintage car and train. With friends they took many "self-drive" canal boat trips in England and Wales.

Most of us will remember Neil and his wife Ruth traveling to Rendezvous at Saratoga Springs each year since 2004, driving their 2CV AK-250 Truquette "Titine", and up until 2010 actually camping in it! Neil's love for Citroëns was just one aspect of his automotive interests. Neil was a pioneer in Canadian Motorsport in the 1950s, and was central to the establishment of the first FIA-sanctioned Rallye in Canada, the Canadian Winter Rallye. Neil went on to win the event in 1956. At a US event, Neil even once beat the great Stirling Moss. Neil won many races as a result of his engineering efforts and driving skills. On one occasion in the 1950's he supercharged an MG-TD, and for a hill-climb race at Rattlesnake Point (just west of Toronto) replacing that engine with a flathead Ford 60 V-8. Neil won that one hand's down! He continued auto racing into the 1990s at the wheel of a his 1970 Renault Alpine Berlinette A110 (original model, made in Dieppe) rally car. In that era, he was supported by his son Campbell, who was his pit crew. Neil constructed a garage to house his other classic cars which included a 1950 black MG TD, a lovely yellow 1974 Ferrari 246 GTS Diino and a 1961 grey Ferrari 250 GTE.

On July 10, Ruth, Campbell, his wife Elizabeth and Neil's grandson Landon organized a lovely memorial event at Saint Margaret's Hall on Wolfe Island (near Kingston, ON). In all over 100 people attended. Many Citroën friends attended including Christan Thurler, Bob McLeod, Angus McDougald, Kay MacInnes, Michel Landry, Jim McCollum and George Dyke. Campbell welcomed everyone and then introduced various speakers, each of whom addressed a different aspect of Neil's multi-faceted life. All the while, a very professional slide show prepared by Neil's grandson Landon was projected on a large screen. In the photos, we saw Neil as an engineer, racer, sailor, globetrotter, friend, husband, father, and grandfather.

Neil was an engineer extraordinaire, publisher of papers and holder of patents in the field of direct chill casting of aluminium. He loved solving engineering problems of all kinds, whether designing and building a cabin on a cliff, restoring a classic wooden sailboat or tuning a set of triple Weber carburetors on a vintage V-12 motor.

In his late 70s, Neil eventually retired for good from auto racing, and turned to an unlikely pair of road machines: a brand new Lotus Elise (the first in Canada), and of course his and Ruth's trusty companion, their Citroën truckette.

Campbell also read letters of tribute from some folks who were unable to attend the celebration. These included a colleague of Neil's in the Engineering department at Alcan, one of Neil's students from his stint as a professor at Queens, and Neil's younger brother. Like the memorial event itself, these letters affirmed a life well lived, filled with decency, enthusiasm, goodness and love.

In lieu of flowers, donations can be made to the Marine Museum of the Great Lakes at Kingston.



## Another Treasure on ebay Dept:

by George Dyke

What is it that possesses people to bid on total junk that gets listed on ebay? Take this 1972 Citroën SM for example. 12 bids already (\$8,101.00 with 2 days left to go) on a car that if you tried to restore would set you back at least \$70K!

The listing is enough to send up a red warning flair:

"1972 Citroen SM. 93,000 miles. Automatic Trans, Borg Warner 35. One doctor owner. Car has keys, signed title, and owner's manual. Does not, and will not run without qualified effort. I will not get involved with trying to make it run. It appears to be complete. Tires are round and hold air. It is a roller."

(Or as we say in the CAC - All it needs is a clutch.)



In time it took on an appearance of the SM pictured here.

Baked in the sun of Yucaipa, California, this SM also has ALL the least desirable characteristics. US exposed beam headlights, automatic transmission, and engine that has stood exposed with the air intake directly to the engine completely exposed to debris over the years and an interior that would be better if it was missing altogether.

It makes you wonder what kind of person would buy what was then an expensive car, and let it deteriorate to such an extent. Dave Burnham told me about a customer he had for whom he restored an SM. When Dave handed the customer the keys, the car was pristine. And what do you suppose the client did with the car? He drove it home, parked it in the driveway (close to the ocean), and left it there uncovered for a couple of years.

Oh I can't wait for the call about this one! .... "Hello George, I found an SM on ebay that was a bargain. Needs a little work. Do you know of a place where I can get a quote on getting a few things done on it?"

Sure happy to help. Just wondering, is your daily driver a Yugo?



## Traction Commitment

by Nazar Miszczuk

The idea of having a Citroën Traction Avant came to me back in 2005.

Why Citroën and why TA you might ask? Well, my answer is very simple. I do like this particular vintage look of a car. That is why TA. And why Citroën? For practical reasons.

I looked into BMW, Benz and British Wolseleys but they were way above my budget. When I came across an affordable Citroën Traction Avant, I discovered more than just a car. I discovered an elegant design as well as practicality in engineering and performance. And even more - an irresistible personality and culture behind Citroën cars.

Since 2005 I have been researching, studying and occasionally attending San Francisco Bay Area and Toronto Citroën meetings. Since I decided to go for a TA my goal was to go all the way, find a pre-war TA in North America, and do so for less than 10k. In 2010 and 2011 I felt my window of opportunity was closing. Soon I was going to have some other financial obligations. I intensified my search employing Craigslist's global search engine and voilà! On September 2nd I came across a very interesting 1939 Citroën 11 BL in New Jersey for \$7,500. With information that I got over the phone and photographs via email I couldn't quite make a fair assessment. But with a reasonably low price for a running pre-war model in all original condition I felt that I had to act quickly.

These are the photos of the car that I saw when I made the buying commitment.



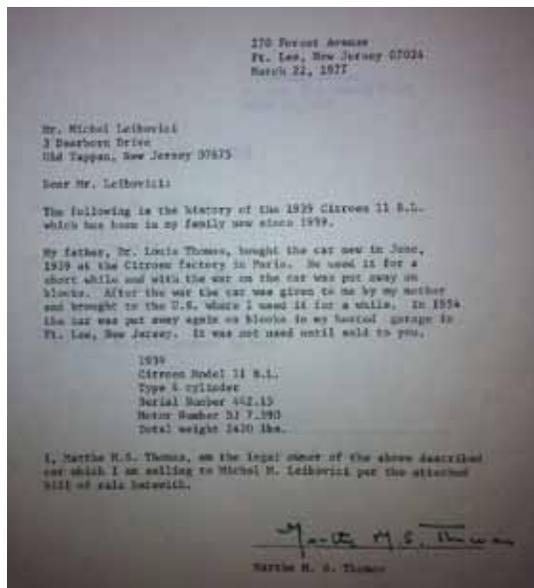
Upon the arrival in Howell, New Jersey, in September 2011 I was very pleasantly surprised! The car was in running and very reasonable condition. Pilot wheels, original interior, all original engine parts

that included a Solex 35 FATIP (Perfo) carburetor, and a 1939 generator. And I got a box with many extra spare parts + original bumpers. Up to this day I am discovering interesting finds in these boxes. Recently I came across an original door lock with a key from 1939! It was replaced along with new chrome 1950's handles.

The best that came with this car was a binder with its entire history dating back to the original owner, Dr. Louis Thomas, who bought it in Paris in June of 1939. After the war this car was transferred to his daughter Marthe M.S. Thomas and brought to New York City. Over the years this car changed few hands and subsequently on September 18, 2011 I became its 7th owner.

Going through the binder revealed that Ms. Thomas sold the car for \$450 in 1977 to Michel Leibovici. He did its first complete restoration. According to the documents Mr. Leibovici was an employee of the Citroën Cars Corp. in New Jersey and that his restoration was conducted in 1977.

On March 1st, 1991 the car was inspected by Mr. Red Dellinger with a following note: "This Car Ser. #442.815 being the most original pre war Citroën I have inspected to this date. Type 11 Berline légère" following by complete interior report. While that might have been a nice and peachy appraisal back in 1991, after 20 years of use and abuse the stage of the car required another complete overhaul.



After the arrival to its new Toronto home I immediately started my restoration.

My first major hiccup cost me \$400 but that gave me a new battery and two weeks of complimentary storage by Sumin Auto Repair (wink, wink, nudge, nudge). I quickly realized that common mechanics and services will cost me an arm and a leg just because of this car.

Finally fortune did smile at me and I found "Garage Royal" a few blocks down the street from me in a posh Roncesvalles neighborhood. Rent is very reasonable and I have it all to myself!



At the end of the fall I was able to get a quick estimate by Larry Lewis, and appraisal by Maurice Bramhall & Associates.

Quickly about the condition of the car: Exterior: no penetrating oxidation, mainly surface rust. Car does require new paint.

The interior is all original with original seat upholstery and original green color dash board with all original knobs and gauges. Even the glove compartment has an original factory maintenance sticker. With the original interior comes an original odour that I just can't cope with. The seats and ripped side panels do have to be reupholstered.

Engine: 32 PBIC carburetor on the car now should be replaced with the original 35 FATIP Perfo carburetor that came in the spares box. It has a tube type air filter. The rest of the engine has all original parts. All of the rubber parts have typically hardened and cracked and do require replacement. And since this car has original brakes, they are way overdue for scheduled maintenance and replacement.

Electrically: half of all fixtures are disconnected and do require some rewiring. The car has never been tampered with so there are no retrofits or aftermarket lights. Red Dellinger was true to his report: that car is as original as it can be.

Despite all of the above, this car is complete and in running condition, it does require complete restoration of interior/exterior/engine/electrics.

Over the winter of 2011-2012 I have worked on restoring the interior. I started with reupholstering the seats. With a sample fabric I was able to find a similar match at a local fabric store. After the seats I started



continued on page 18... 

Traction commitment ..... continued from page 17

on the door panels and rear side panels and finally the side panel between front and rear door. I left it until last because of the simplicity of the form.

To my disappointment I uncovered a layer of the original upholstery fabric from 1939. It looks like side panels on this car have been redone some time ago and I based my fabric not on the original that was hidden under one of the panels but on the replacement fabric probably from 1977. I know it was an original fabric because it had metal loops punched through for access to the side "trafficator" turn signal arms. In addition to that my great disappointment came after all my seats were done and I noticed that CTA Holland sells this exact fabric for seat upholstery. Oh well, I guess I'll have to get back to redoing the interior fabric when all is done...



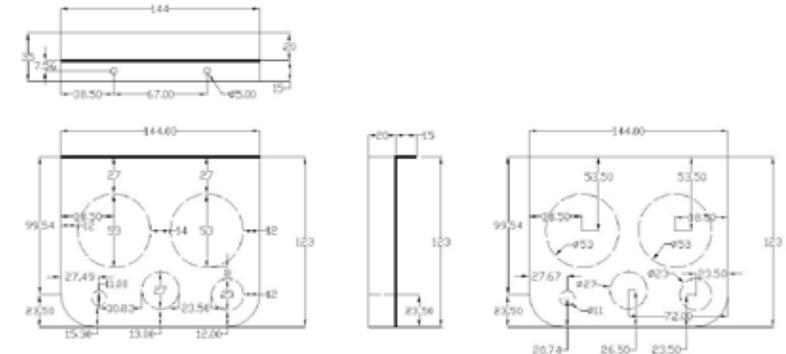
Here are few photos from the reupholstering process:



Now that the interior is done, the next step is to work on the engine, exterior and lights. My primary goal now is to get the car rolling again as soon as possible and not to use towing services. That requires installation of the stop and turn signals, fixing horn and reconnecting the head lamps. I was able to find 1930's stop and turn signal lamps for a Ford model A, that can be suspended off the front and rear bumpers.



In addition to that I am installing oil and water temperature gauges + additional turn signal switch. Since I don't want to tamper with the original dashboard I decided to make an additional dashboard panel that I'll fit just below the dash to the left of the steering wheel.



By the end of the summer I am expecting to have all the mechanical engine and suspension issues sorted out and hopefully get the car painted if not at least cleaned and primed.

That's its status so far!



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

## Reader Feedback - Hydraulic Tubing

In our Summer 2012 CITROËNVIE we published an article about hydraulic tubing and hydraulic tube flares used on our cars. A reader from Seattle posed the following question about the cupro-nickel hydraulic tubing discussed in the article:

"Dear Editor -

I read with interest the article on flaring hydraulic tubing in the Summer Citroënvie. In it, reference is made to the use of metric stock tubing, or (horrors), American brake line.

As you know, the Citroën hydraulic system operates at pressures up to about 2300psi. The obvious question is, what is the pressure rating of such tubing? While this might be a modest number by, say, aircraft standards, it is certainly higher than the norm for automobiles. While replacement of pitted tubing in your Citroën is certainly recommended, we need some data on the material to be used first. Interestingly, in my experience, the Citroën hydraulic tubing will endure a certain amount of external pitting (rust) but continue to function. I don't know what material spec they used, but Citroën does interesting things with metal. Take, for instance, the Citroën wrench for the gearbox pinion shaft. This is a sliver but hard as diamond.

Speaking of replacing Citroën hydraulic tubing, what is the recommended procedure for those tubes with a fine wire inside which, as I remember, connect to the height correcters?]

Frank Starr, P.E.  
Seattle WA

The author of the article responded to the above question by providing the working pressures and burst pressures for some of the most common sizes of Cupro-Nickel tubing used on our cars:

Tubing Size	Recommended Maximum Working Pressure (psi)	Burst Pressure (psi)
3/16 inch	3200	17000
1/4 inch	2300	12450
4.75 mm	3200	17000
6.0 mm	2400	13000

The above information is from FedHill's website (see [www.fedhillusa.com/webnuts/burst.pdf](http://www.fedhillusa.com/webnuts/burst.pdf)). FedHill is one of the suppliers of flaring tools and Cuni-fer™ brand Cupro-Nickel tubing discussed in the last issue of CITROËNVIE.

Finally, Frank is correct – a few of the hydraulic tubes on our cars have wires inside, presumably to limit flow rates. When building a new tube for one of these locations, the old tube can be cut apart to measure the diameter and approximate length of the wire inside the old tube. Then it is simply a matter of finding some wire of similar diameter and sliding it in the new hydraulic tube BEFORE you bend the tube to the final shape. Once the tube is bent, the wire is locked in place. I found a roll of bailing wire at a hardware store once that was very close to the right diameter.

*Axel Kaliske writes:*

On page 13 of the Spring 2012 CITROËNVIE, (the accident 2CV): It did not get wedged under a truck. The hood flew open on impact and hit against the upper window frame. Happens very often. The engine and tranny in front should be ok. We have never seen a steering wheel like that! That may have caused injuries to the driver. Otherwise the cabin is OK, the doors open and there is a good chance that people got out with just a whiplash and minor bruises. 2CVs do not look like it, but they are actually tough little cars and well designed to protect driver and passengers in an accident! The cars always look terrible, but the people are ok!



We only know about one incident where the tank exploded. That 2CV was hit by a drunken driver doing almost 200 km/h on a German Autobahn at night! The 2CV driver survived, badly burned in places, otherwise almost not injured. He got out of the burning car himself.



And Andrew Brodie from the UK caught a major error! He astutely points out that in our Spring CITROËNVIE article about Art Blakesley it states that Bertone styled the DS. That is of course incorrect. It was done in house at Citroën by Flaminio Bertoni.



## A Cabrio Connoisseur's Tale - Part 2 The Trip to Dave Burnham

by Lance Hellman

I'm a "collector", some might say "pack rat". This inclination led me to buy a Citroën convertible and store this rusty car for 34 years before taking the bold plunge to do a full restoration. My collecting of Citroën cars, parts, and stuff in general meant that many days would be spent uncovering this car and very inefficiently moving stuff back and forth in order roll it from the back of my barn, 40 feet to the front door.



Last winter was sufficiently mild to enable me to work in my unheated barn. Sad to admit, I'd not started the convertible's engine in the 16 or so years of barn storage. I inserted the crank and turned over the engine every few years, but nothing more...so it was a relief after a few hours of improvising a gas tank, cleaning out the carburetor and cleaning the ancient points that she started up. A bit Frankensteinian, this business of bringing to "life" an inert lump of metal.

I cautiously ran the engine, periodically checking the fluid levels and looked beneath for leaks. I held my breath and moved the height control lever from its sixteen years of being in the lowest position, one notch

up and waited. This brake fluid car's High Pressure Pump was making the proper "groaning" (pumping) sound (and not leaking) and I was excited when the front end rose up. I suspected very sticky rear suspension cylinders accounted for the rear's reluctance to elevate. I cautiously raised and lowered the car until the rear rose up as well. My Barn floor has two different elevations, being able to elevate this auto was crucial for it to negotiate these steps. When I moved it into the barn years ago the Citromatic shift didn't operate properly; although I was now tempted, I never risked shifting it into gear. Also, I never used the brakes. Anyone familiar with the early Citroën disc brakes knows they are extremely prone to rusting the compo-

nents together. Pressing on the brake pedal would very likely result in a massive locking up of the front brakes. So...jockeying this baby out of its tight location had to be accomplished without using its own motive power or brakes. I was just thankful that she could elevate and stay up.

On the appointed January day a friend and I managed to push the car, and then using a "come a long" pull it up over the barn elevation changes and finally out onto the main floor. We found the disc brakes totally seized. We solved that by removing the front fenders, jacking up each front wheel and spraying massive amounts of WD-40 on the sticking brakes while manually (ugh) rotating the wheels...until each wheel turned freely. Seven hours of exertion and the occasional expletive later she was free. Positioned to easily be rolled out the doorway.



My friend Paul Riccardi agreed to use his Mercedes "Sprint" van to haul the Chapron to Dave Burnham's in Delanson, New York, to begin the restoration process. The actual day of transporting the car was going to be a long one even without complications. We planned to depart pre-dawn, drive to Dave's and unload the car. We needed time to put it on a lift and examine the chassis and discuss the restoration with Dave. We then needed to get the car trailer back to U-Haul. Then we planned to have supper with Kim Walters and Robert Monteleone in Saratoga Springs where they were making arrangements for the 2012 Rendezvous.

As the date approached I had concerns about the weather. It snowed lightly the night before and when I arrived at the barn I was shocked to see that the barn driveway needed additional shoveling. Paul helped. I had shoveled

the previous day but backing up the van and trailer took a wider path than I'd anticipated. We easily started (and elevated) the Convertible and using a "come a long" I winched her out into the sunlight of a January day and we secured her to the trailer. I carefully placed scissors jacks under each side in the area of the door hinges and jacked up the rusty and sagging chassis until the doors opened and closed properly. This entire operation went smoothly. Paul drove the van, trailer and convertible to his house as planned and we parked it there, ready to depart the next day.

That night my daughter Michaela arrived here from Boston, and around 5 am the next morning we drove to Paul's house. It was a dark and stormy morning...well, dark anyway...with light snow. Paul drove and Michaela rode shotgun. The van has no back seat so I sat behind them on an aluminum folding beach chair I'd brought. I had assumed that Paul's vehicle could create lots of heat so I was surprised to find that my legs and bottom were very painfully aware of my chairs cold aluminum frame. It was mysterious and exciting to be driving in the dark on this mission and to be finally underway. Paul chose a route he was familiar with from many years of hauling his Mehari to Citroën Rendezvous. There was little traffic and we chatted merrily as we cruised west with the winter sun slowly rising behind us.

The weather forecast of two to three inches is an insignificant amount of snow for New England but, we saw little evidence of any snow removal efforts. Michaela thought she heard an intermittent metallic scrapping noise and we listened and talked about that for a while, Paul and I hearing nothing. Michaela and Paul possess bladders of steel but I do not, so in Keene, New Hampshire I requested a pit stop. We parked in front of a local Target department store. I was freezing and grabbed my suitcase so I could put on more clothing. I rushed out but stopped when I saw Paul and Michaela excitedly talking and pointing. The U-Haul car trailer has four wheels; our trailer had four wheels but only three tires! All that remained on the passenger side rear wheel, was a two inch wide strip of rubber! I couldn't endure any more cold so I rushed inside teeth chattering, lugging my suitcase and fearing a BIG delay and our schedule ruined. I found a toasty warm bathroom. What to do? When I emerged the ever competent Michaela had a cup of hot cocoa waiting and had located the local U-Haul agency on her cell phone. At first the man recommended that we drive twenty minutes to another U-Haul and get another trailer. I explained that we were missing one tire, the roads were slippery, and I did not have a winch available to pull this car back on another trailer. He said he had no spare tires available but he'd



make inquiries and call back. I was amazed when a few minutes later he did actually call back and said he'd found a wheel with tire and would be there shortly to fix things. He did and he wouldn't even accept a "tip" for his efforts.

We were off again, now with four tires. We discussed the strange noise Michaela had noticed earlier, now no longer present. The snow continued. It wasn't deep, but the roads were not being cleared. Then we entered the state of Vermont and began to encounter more snow and MOUNTAINS. Well, maybe not actual mountains...but HILLS, steep hills made slippery with unplowed snow! We were on a major two lane highway as we approached the beginning of this, shall we say mini mountain, going around 65 mph. As we proceeded up our speed steadily diminished and for the first time so did our conversation. If Paul depressed the gas pedal too much the driving wheels would spin and we would come to a stop. If he pushed too little we'd lose what traction and momentum we had. If we stopped, either way very likely the combined weight of the trailer and convertible would begin to drag the van backwards down the mountain, into the traffic behind us and very likely we would jack knife and in that case either block the road (and people were coming down toward us, way too fast to stop) or go off into a steep ditch. It was scary and not a word was said. The unspoken question in our minds was which would come first: the top of the mountain, or our stopping? In discussing this later, I learned both Michaela and I were tempted to jump out and push. Approaching the top we were proceeding no faster than a walking pace! We inched, literally, our way over the crest and all began to speak (and breath) again. That was scary! Paul is a very skillful driver. Realizing that steeper mountains lay ahead we reversed direction. Our plan was now to back track a bit and then head South and reach the Massachusetts turnpike which was a larger highway, less hilly, and inevitably better maintained than the treacherous road we just escaped from.

Back in New Hampshire we stopped at a gas station near a roundabout. Paul has a "history" with this area. Once driving back from the Citroën Rendezvous he noticed folks at this rotary waving to him. He assumed that they were unusually enthusiastic about his Mehari...until he saw one man point back toward his trailer. Paul looked in his rear view mirror...his trailer was empty! The Mehari was sitting back in the traffic circle! He rapidly turned around, parked at the nearby gas station and ran back to retrieve the Mehari. We were now at the same gas station. I used the men's room (another warm one).

It was still snowing with a lot of slow moving traffic which we were waiting to re-enter. From my lawn chair perch I noticed an SUV parked three feet away, motor running. "Is it possible" I thought, "that driver does not see us idling here, directly behind them"...I choose not to tell Paul about this car as that would just make me seem paranoid. So I didn't...until I saw that the "back-up" lights had gone on and the vehicle backing toward us. "Blow the horn, blow the horn!" I yelled, but then "thud", the SUV backed into the side of the van. Another delay! Paul has experienced the difficulty of getting insurance reimbursement *continued on page 35 ...*





# Central Florida Citroen Group - April Meeting Report

by Cor Stakenborg

The Central Florida Citroën Club, run by André and Yvette Garnier of Clermont Florida, has been around for many years, perhaps back to the 80's. André had his own dealership and is an ex Citroën mechanic from Miami some years ago now. He therefore is our go to guy for all things Citroën. Clermont is located very close to Orlando Florida and we meet just once a year in April at the Garnier's home. Up to a few years ago, we generally held a rally before lunch



Left: Citroëns line up ready for lunch. Two beautiful Traction's in the background, owned by Willem van de Wouw and Roger Mingo.



Below - Left: Brown DS 21 Pallas, is my baby and is an original Canadian car from London, Ontario.



Red Mehari belongs to Swiss/American Francois Breney.



Silver SM, (immaculate) belongs to ED Holden of Ft Lauderdale and is our resident repair expert.





Typical pose of André explaining the virtues of Citroëns.

Bottom: Gold SM owned by Gary Kelly of Covenington Georgia, Traction Cabriolet, absolutely beautiful.



which was always a lot of fun, but the organizational demands got to be too much for André and his wife.

We have a good cross section of Citroëns of every vintage and occasionally we get an odd ball guest turn up driving for example; a Simca, Renault R4, Cord or a Peugeot or maybe even a Matra! But mostly we have a good turn out of Citroëns, typically about 15-20 cars. We have a great, dedicated group and always have a good time. We always had lunch at a local French restaurant which we enjoyed immensely but that little place has since gone, so we now we end up at a Chinese buffet, Ugh! - but it's the company that counts, right? I cannot remember in the 7 years I've been attending the spring event, that we ever had rain! All is well in Florida in mid-April.



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## "D-Book for D-Models" Update Available

Ken Betsh has assembled an update to his original compilation of technical articles about D-models published in the newsletters of the Citroën Car Club of Ohio and, later, the Citroën Club of North America. Ken will forward it as an e-mail attachment without charge to CITROËNVIE members and former CCNA members sending a request to his e-mail address: kenpolly3@aol.com.

Printed copies will not be available.



## Alternator Failure Drains D-Model Battery While Car is not in Use

by Ken Betsh (kenpolly3@aol.com)

When a brand new battery in my 1972 D-wagon was found completely dead (not even the dashboard warning lights would glow) after the car sat for about 10 hot days this summer, my first suspicion was that it was defective especially when after a quick recharge (about 5 amps for a couple of hours) the car started. The next day it was dead again.

While I was certain the problem was the battery and not the car, I prepared to check for a residual battery drain (one without the car running) by disconnecting the positive main cable from the dead car battery and, with the use of alligator clip leads, connecting it through an old-fashioned analog multimeter, to a portable electric drill battery. I was surprised both that there was a current flow, a fraction of an ampere, and that I heard a click that sounded like a relay from a source near the car battery.

While one possibility was a relay with a green plastic cover attached to the battery hold-down bracket that operates the air-horn pump, I eliminated it by pulling off a push-on connection to the relay coil. This left the alternator regulator which is in a larger metal housing also attached to the battery hold-down bracket. I knew from previous experience that it contains two relays, one that essentially vibrates to control the alternator field current (and thus control alternator output) and the other to simply control the yellow alternator warning light on the dashboard. Power for the first relay (the one controlling alternator field current) is turned off with the ignition switch (which I kept off during all the testing).

Taking a look at the electrical system schematic diagram I drew for a 2000 Citroën enthusiast article (Fig. 211), I could see how an undesired reverse leakage current or a short in one or more of three diodes in the alternator could activate this second relay - even without the ignition switch turned on. Disconnecting



Ken & Polly Betsh's 1972 D-wagon; - ready for their annual Springtime drive to Carlisle, Pennsylvania.

the relay by removing the wire connected to the smaller of the two stud terminals on the back of the alternator proved that this was the path draining my battery while the car was not being driven. Note that the larger stud is directly wired to the battery - it's not switched off by the ignition switch. Good diodes convert the three-phase AC to produce DC output, but will prevent any battery drain when not running.

Replacing the alternator with a good spare solved my problem. Then with everything reconnected and the battery separately recharged, but with the ignition switch off, my voltmeter showed no voltage at the smaller stud of the alternator. With the engine running, the DC voltage at that point is about one-half of the battery voltage. Two weeks later after not using the car, it started with no problem.

My advice is that anyone thinking his battery is worn out should make this voltage check to be sure there is not a contributing cause.

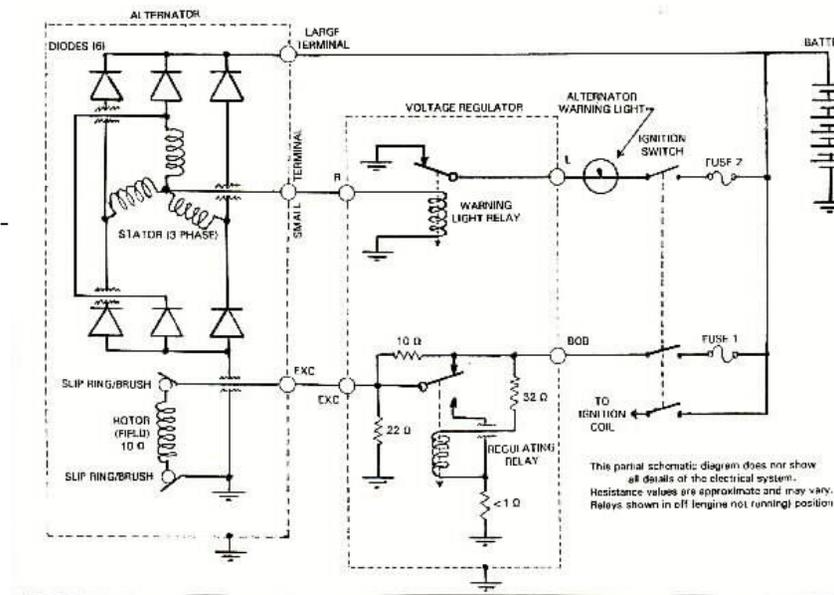


Fig. 211 - Alternator Schematic Diagram

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## What's New At Mother Corp.

### French Government Offers Little Help to PSA Peugeot Citroën

French President François Hollande and French Prime Minister Jean-Marc Ayrault have been meeting with PSA Peugeot Citroën's chief executive, Philippe Varin, amid growing tensions between the two sides. Earlier in July PSA Peugeot Citroën announced they were cutting 8,000 jobs and closing the Aulnay-sous-Bois assembly plant just outside Paris. The French government criticized the cuts and closure, but offered little incentive to PSA Peugeot Citroën to re-evaluate their plans.

In late July the government presented a modest aid plan for the entire flagging French auto industry, limited mainly to raising subsidies on electric vehicles. The aid plan is much less ambitious than a 2008-09 package under the last government, which included a popular cash-for-

clunkers scheme. The new offering will increase cash incentives for buyers of fully electric cars to 7,000 euros from 5,000 euros at present. Subsidies on hybrid cars, made in France will double to 4,000 euros.

The French government's aid package will also free up 150 million euros in state-backed loans to auto industry sub-contractors, hit hard by the slow-down, and oblige the government to make a quarter of its car purchases electric or hybrids. So far the market for environmentally friendly cars has barely taken off in France, despite existing incentives, with electric and hybrid vehicles making up only 0.2 percent and 0.8 percent respectively of new car registrations in the first quarter.

Peugeot's intention to cut jobs and close a factory has caused dismay in Paris because the new socialist government came to power on a promise to reverse industrial decline. Mr. Hollande has denounced Peugeot's restructuring as "unacceptable", while others have questioned how the struggling carmaker will still be able to pay dividends.



French President  
François Hollande



French Prime Minister  
Jean-Marc Ayrault



PSA Peugeot Citroën chief  
executive, Philippe Varin



PSA Peugeot Citroën chairman  
Thierry Peugeot

Peugeot has received around 4 billion euros in state aid in recent years, but has posted huge losses so far this year. The job cuts and closure of the assembly plant at Aulnay-sous-Bois, in 2014 is part of an effort to stem operating losses now running at 200 million euros. However such criticism and mediocre government funding sparked a tough response from Peugeot's board. PSA Peugeot Citroën chairman Thierry Peugeot countered that government criticism of the company has weakened investor confidence and left it vulnerable to hostile takeover bids. Peugeot's share price has fallen almost 20% since it announced restructuring plans in July. Government criticism has created a "dangerous" situation, Mr Peugeot said.

Peugeot family members control Europe's second largest carmaker through a 25.2% stake commanding 37.9% voting rights. And according to the French newspaper La Tribune since mid-June they have been very unhappy. They want Varin and his management team replaced because of the decrease in sales and dissatisfaction over the alliance deal with General Motors earlier this year, with General Motors becoming PSA's second-largest shareholder with a 7 percent stake.

Not good news at all for PSA Peugeot Citroën and probably even worse for the Citroën division as the company struggles for stable and effective management to keep both Peugeot and Citroën alive.

### DS5 Sells on Style (and Presidential Desire?)

Since the arrival of the DS series, (the premium range of Citroën that capitalizes on the fame of the original DS), sales of DS3, DS4 and DS5 have continued to grow. According to Citroën 1200 DS4s were sold while the DS5 has sold almost as many (1,096). This was surprising as the car is offered at nearly 10,000 € more than its little sister.

Citroën's Marketing and sales department is trying to determine if sales of the DS4 are being hampered because its the style is too close to its Citroën



C4, or is it the fresh design of the DS5 along with the charisma that stems from it being chosen as the presidential inaugural car for François Hollande that has driven sales up?

Whatever the reason, Citroën are thankful that this new model is selling very well.

## The End of the C6

This fall marks the end of production for Citroën's C6 luxury sedan. While no official plans have been announced for a replacement, it will not be carried forward in a new design and a DS6 designation.

Concept cars such as "Number 9" that we featured in the last issue of CITROËNVIE, and Metropolis, shown two years ago at the Beijing Auto Show, give an indication that Citroën is considering a new model to fill the void left by the C6's demise.

The reality is though that the C6 was not a big seller. (As of 2011, Citroën had sold just 19,400 C6s worldwide since its introduction in 2005). And given the tough times facing PSA Peugeot Citroën these days, committing to a new luxury sedan is probably not a viable financial venture. The only hope may be in China where demand for luxury cars is still strong. But that's a huge commitment in a market where the likes of BMW, Mercedes, the Italian and Japanese manufacturers, and GM with its Cadillac brand, are also competing for the luxury car share of East Asia's wealthy customers.



## Burton Electric

CAC member Michael Gillespie got a rare treat on a recent visit to The Netherlands. He stopped by the Burton factory and happened to be there for their Open Door Day on Sunday June 17. (Burtons are based on the 2CV platform and engine.)

The one pictured here however however has been modified to be a fully electric sports car. It's equipped with a 25 kW AC electric motor and 31 lithium-iron-phosphate batteries that provide a safe energy storage. One of the unique qualities of the Burton Electric



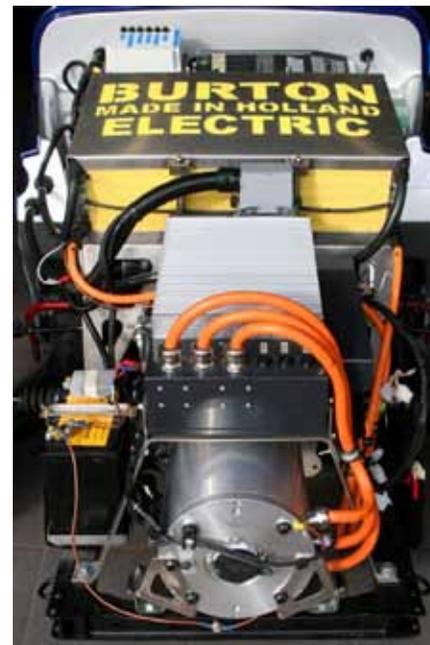
Mike Gillespie (pictured in the passenger seat) and Dimitri Göbel, one of the owners of the Burton Car Company

is that it remains a very light car, weighing in at about 740 kg. Weight is especially important since every additional kilogram is at the expense of range. The car has a range of 140 km and a top speed of 120 km/hr. Power consumption is 130 Wh/km and translates to € 4 (based on € 0,25 per kWh). The expected price of the car is € 38.000.

The company claims that there will soon be a conversion kit available to allow gas burning Burtons to become electric.

We love the lightning paint theme that reflects what's underneath.

For more info go to: <http://www.burtoncar.com/burton-uk-cars-burtonelectric.asp>



## 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://citroenvie.com/citroenlinks/>

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 Citroënnesque.

### Feature URL's:

How about a nice smooth walk through of Rendezvous 2012 at Saratoga Springs NY, just like you were there observing it? Pour a glass of your favourite vintage, sit back and relax for 16 minutes!



<http://www.youtube.com/watch?v=0hq4taWUdBY&feature=youtu.be>

Charming video of a classic French car meet where traffic and crowds converge to make a "day in the life" scene. Thanks to Richard Boudrias for pointing us to it.



<http://www.youtube.com/watch?v=BVvBfNrFXk0>

Care to turn your 2CV (or Dyane) into an electric vehicle?

This French site offers an electric conversion kit to replace your gas two-banger with a linear electric motor for 4.920 euros, excluding the battery pack.



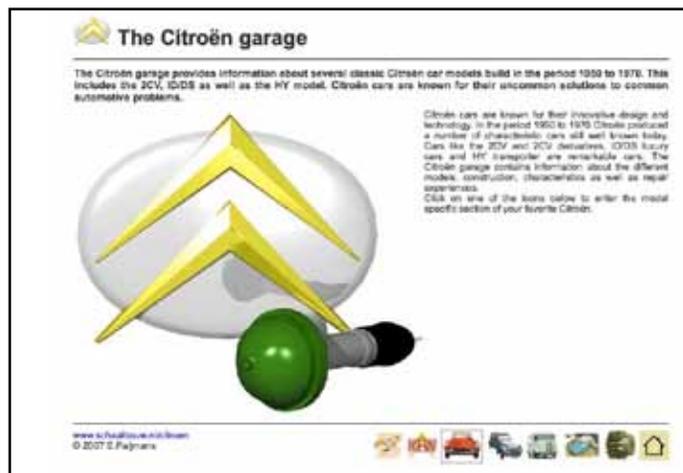
<http://www.ev-store.com/fr/134/198/kit-de-conversion/vehicule-leger-kit-voie-privee.evstore>

A 30 second Dutch movietone showing the introduction of the futuristic Citroen DS at the Paris motor show in 1955. This has 3 very nice interior shots.



<http://www.youtube.com/watch?v=mqPi3NXAsRY&feature=autoplay&list=PLA2A17C5852941AB6&playnext=2>

Welcome to the DS Garage, - a very useful resource site!!!! Find repair tips on 2CV, DS and HY-Van issues, along with great information and historical facts.



<http://www.schaalbouw.nl/citroen/>

A really good Dutch site (in Dutch) showing the restoration steps for 2CVs and Méharis. They also have them for sale. And you can get rates on renting a 2CV by clicking on "Verhuur" on the top banner on the home page.

<http://www.advhorst.nl/>



Here's a lovely gallery of Traction Avant images from an archive page of a Lithuanian enthusiast's site.



<http://grumlt.citrina.lt/autos/TractionAvant/TA.html>



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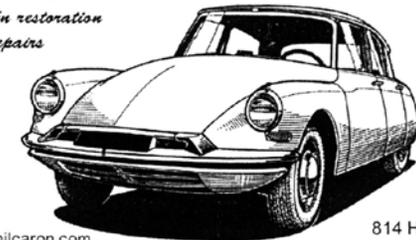
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**1987/59 2CV Special.** Rare factory black paint model. Bought new by me in 1987. 30.000 kms - ALL driven by me. It has never seen rain except when it was purchased in Belgium enroute to Paris!! Always garage stored. No rust. A couple of nicks on the rear bumper, a small dent on the driver's side door and minor wear to edge of the driver's seat. Tires are all original so at some point might need to be changed, although on inspection they seem fine. \$15,000 CDN. Contact Brian Yates. email: lindsay-yates@shaw.ca 8/12 BC



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



**1984 Citroën 2CV (Deux Chevaux) Spéciale.** 111,600 km., 4 doors. 2 cylinder 602 cc., 29 hp. air-cooled engine. 4 speed standard transmission (new). New convertible 2-stage roof. Annual oil changes and intensive check-ups. Annual rust-proof underspray since 2000. Complete service record since 2000. Top grade bodywork in 2001 and 2010. Spare wheel, extra tire, extra parts. Professionally appraised in 2010 for classic car insurance -

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**1969 DS21 Station Wagon** Not running. Good for parts or rebuilt . Fresh water flooded. \$2500. US. Contact Manny Barreiros. Ph: 908 232 7098 NJ 4/12

**1990 Citroën XM.** 102Km, Auto, "Like new" condition inside & out. Never been hit, all original and only OEM parts for any repairs. Rear exhaust recently replaced. Well maintained and documented service history from new. Comes fully certified with like new Michelin Pilot & Energy tires and new brakes. Price: \$15,000 CDN appraised value for the XM or the best close offer. Contact Raj in Mississauga, ON. Tel: 905.821.8282 or email: citroens@rogers.com ON 10/11



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**Parts Wanted:**

Wanted: An Autovox 3 band radio for a Citroën DS. I believe the part number is CR 2301. Need a parts radio or if possible the schematic for this radio. If you can help please contact Arnold at: 905.669.2299 or akorne@gmail.com. 6/12

**Parts To Go...**

Philippe Devingt has promised his wife that he is not going to do restorations on Citroëns anymore. Consequently he has decided to clear out the spare DS and SM parts he has on hand. Here is a list of the main items:

**SM:**

- Front & Back Bumper
- Engine -no head
- back lights (2)
- front light (1)
- Grill
- complete front light US
- fan (4)
- hydraulic pump - used
- lots of chrome parts
- 2 complete distributors
- front brake pads - used
- dash - complete
- 2 transmissions (auto & 5 speed)
- wheel cover
- front axles - used starter
- electric window motor
- steering wheel
- all hydraulic related items
- door panel - brown

**DS:**

- steering rack
- related hydraulic parts regulator
- electric fan (2)
- front & back seat...vinyl
- door panel - black
- front & back bumper
- 2 back fenders
- 2 front fenders ...fiberglass
- 2 hoods 67 and 69
- hydraulic brain
- and more

**2CV:**

- 4 wheels with tires - used

Phil says that there are more parts on hand. If anyone needs anything, please call him at 519.332.5329 or email phdevingt@hotmail.com The price is what you would like to donate. If no one wants the stuff it is going to the scrapyard. ON 5/12

**Parts For Sale:**

George Klein - SM Determination

George Klein is a member of the Citroën Autoclub Canada with an unequivocal commitment to SM's. He still owns a white 5-speed that he bought in 1974. George does a great deal of his own maintenance and has learned a lot about the SM over the years. And George has connections. For example:

He uses a local Toronto shop to build up and refinish cams to original spec. And he has had new cam followers made.

He has access to 3L and 2.7L SM starter motors. They are rebuilt in Toronto and come with a one year warranty. George always keeps one in stock, - just in case.

And he has taken the initiative to make cam cover and rear engine cover gaskets. He has them available. If you'd like to get any of the above items you can contact him at: georgeklein@rogers.com. ON 3/12



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Accident about to happen as SUV (to the right) backs into Paul's van.



Dave Burnham and Lance (hunched over the door starting it up) upon arrival.

without an official accident report. So we waited blocking the exit of the SUV (purposefully) until the police arrived. Another hour lost. During that hour I made many trips to the men's room and once upon exiting found that the police had finally arrived and the officer was taking statements from everyone involved. "Were you (me) involved?" "Well, yes I was a passenger in the van." "Was anyone thrown out", "no", "air bags deployed?" "No". And then he said, eyeing the van: "You were naturally, seat belted in?" "Naturally", I replied. (Not that I even had a seat belt, I didn't really even have a seat!) "Driver's license please?" The policeman, looking at my drivers license photo, then at me: "You are a youthful 72!" Wow, he said I was a youthful 72. Maybe this day isn't going to turn out so bad after all! The remainder of our trip was, as they say, uneventful. We spent our time talking about the missing tire, and discussed "what might have happened" going up that dangerous hill with no tire. And of course Paul's accursed luck at his Bermuda Triangle/Rotary.

It was with joy and relief that a couple of hours later we pulled into Dave's driveway. We had adequate time to put the Chapron on a lift and get Dave's opinion and rough estimate of the work ahead. We then followed Dave to Hamburg, N.Y. where we dropped off the trailer and proceeded to join Kim and Robert for supper in Saratoga Springs.



Michaela put a happy face on the ordeal as Lance inspects salt build-up.

Around 10 pm Michaela went to bed. Paul and I, despite our exhaustion, regaled Kim and Robert with stories of our day's adventures and bestowed upon Kim and Robert the (unsolicited) philosophical advice harvested from our advanced years. We didn't go to bed until 3 am. This is the end of my story, and the beginning of the process of restoration for our 1964 DS-19 Chapron convertible.

*In the next issue we will cover Michaela and Lance's restoration decisions when the extent of "rust" is determined as Dave Burnham takes the Chapron down to bare metal.*



## CITROËNVIE GALLERY



**49 Alabaster Drive  
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*Bill and Marie Rea in their Beachcomber 2CV with daughter Charlotte peeking out the back window.*