

CITROËNVIE!

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

2012 No. 2

**Price: \$7.50 CDN
\$7.50 US**

**Feature Report: Found! - Art Blakesley
Retired Citroën Styling Chief**



- **DS Buying Guide**
- **Maserati's SM Influence**
- **Spark Plug Thread Repair Tips**
- **Record Auction Price for a USA Spec 2CV**
- **General Motors Buys 7% of PSA Peugeot Citroën**

USA Citroën Events:

- May 17 - 19, '12 - Citroëns at Carlisle - Carlisle, PA. Register for the show field and a banquet on the Saturday night.
<http://store.carlisleevents.com/SearchResults.asp?Cat=23>
- June 14 - 17, '12 - 36th Annual Citroën East Coast Rendezvous - Saratoga Springs, NY. www.driveshesaid.com
- Aug 26 '12 - Annual "Cit Chat & BBQ" - held at 2CVs Rus in Seattle. Contact Axel Kaliske and Ursula Walter. email: deuxchevaux@earthlink.net or call 206.439.0202
- Sept 15 - 16, '12 - Fall CITROËNVIE driving meet. Organized by David Hume. Tour the beautiful backroads of Kentucky & Tennessee with special visits to The Corvette & Lane Motor Museums.
(Registration information to come on www.citroenvie.com)

International Citroën Events:

- May 1 - June 1, '12 - 2CV RAID Australia. 1 week tour of Tasmania + 3 week drive south to north in Australia.
<http://www.2cv.com.au/raid/2012/>
- May 5 & 6, '12 - Citromobile - at Vijfhuizen (near Haarlem) Holland
- May 6, '12 - UK Citroën Traction Avant Safety and Reliability Run - Drive motor vehicle trial and test routes of the 1920's & 1930's.
email: grahamhandleyhandley@btinternet.com or telephone (44) or from North America (011 44) (0)1661 843493
- June (day TBD) '12 - Le Mans Classic 2012 - Le Mans, France
- July 18-22, '12 - Finnish 2CV Guild - International 50th Anniversary Meeting.
(Location TBD)
- July 20-22, '12 - Depotdrom Meeting - Mainburg-Sandelzhausen, Bavaria Germany. "Citroën Sammlung Peters" - collection of historical Citroëns located in an old army depot site. Lots of DS, CX, XM, SM, 2CV (incl. Sahara 4x4), Ami6, Ami8, Dyane, Mehari, AZU, GS (incl. Birotor), BX, Traction Avant, TUB and other H-vans.
www.citroen-sammlung-peters.de
- Aug. 2.-5. '12 - International HY Meeting in Zeewolde (Flevoland) NL.
<http://www.typehinternational.com/>
- Aug 9 - 12 '12 - 15th ICCCR - Yorkshire Event Centre, Railway Road, Harrogate HG2 8QZ <http://www.icccr2012.org.uk>
- Nov 9 - 11 '12 - Le salon Epoqu'Auto. Lyon, France. <http://www.epoquauto.com/>
- July 31 - Aug. 4 '13 - 20th International Meeting of 2CV Friends - Alcaniz, Spain.
Website: <http://2cvspain2013.com>

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 Rd. Toronto. May to September meetings are held outdoors at the Grenadier Restaurant in High Park, Toronto.
- Apr. 11 '12 - 7 pm - Monthly Club meeting (indoors) at the Granite Brewery, on the southeast corner of Mt. Pleasant & Eglinton Ave. Toronto.
- May 5 '12 - 10 am - CAC Spring Outing - Milton Escarpment area Rally & Scavenger Hunt. Departing from John McCulloch's house in Oakville. (May 12 is the rain day)
- May 9 '12 - 7 pm - Monthly Club meeting (outdoor location) at the Grenadier Restaurant parking lot within High Park, Toronto.
- June 13 '12 - 7 pm - Monthly Club meeting (outdoor location) at the Grenadier Restaurant parking lot within High Park, Toronto.
- June 16 '12 - 10 am - Driving tour to Micro North at Coldwater, ON (Meeting place TBD) <http://www.microcar.org/micronorth/>
- July 7 '12 - 10 am - CAC Summer Outing - Road & wine tour day to the Niagara region. (July 8 is the rain day).
- July 11 '12 - 7 pm - Monthly Club meeting (outdoor location) at the Grenadier Restaurant parking lot within High Park, Toronto.
- July 14 '12 - 1 pm - Toronto Francophone Bastille Day. Citroëns will be featured in a showpiece celebration.
(location TBD in downtown Toronto).
- July 20 - 22, '12 - Ottawa Citroën Club Annual Gathering - Upper Canada Campground (located just off Highway 401 near Cornwall, just an hour from Ottawa). We will have a convoy to it.
<http://ottawacitroenclub.ca/news-nouvelles/mark-you-calendars-our-events-for-2012>
- Aug. 8 '12 - 7 pm - Monthly Club meeting (outdoor location) at the Grenadier Restaurant parking lot within High Park, Toronto.
- Aug. 26 '12 - CAC annual Summer BBQ Pool Party
(Time and location details TDB.)

*Cover: George Dyke's 1973 Citroën SM 3.0L 5-speed at sunset on RR4 north of Newcastle Ontario.
Photo by George Dyke*

Message from the Editors



George Dyke

I mentioned in my last message how wonderful the Fall weather had been for driving. In Toronto winter has been so mild and with so little snow that I have been able to take Citroëns out for long jaunts on dry no salt roads even in mid-January! To have the driving season extended another 45+ days has been a real treat.

We have a big announcement to make here at CITROËNVIE. CAC member and co-editor of this publication, John McCulloch, has been a delegate to the Amicale Citroën Internationale (ACI) for the last ten years, and

on the Board since 2005. John is now the newly elected President of ACI, replacing Didier Parjadis who served in that role for the past four years. The ACI is an Automobiles Citroën sanctioned body that interfaces with Citroën and brings Citroën clubs together throughout the world. Congratulations John on this most prestigious appointment and your ongoing devotion to the cause!

If you've been pampering your Citroën over the years take heart. In classic car collector circles they are finally being recognized for their technical innovation and style. Consequently, prices are on the rise, particularly with the DS and SM models. While 2CV's have always maintained their value, (buy a nice one and you'll sell it for at least what you paid for it 20 years later) derivatives like the Mehari and the Ami are finally being discovered and sought after.

Even the HY-Van is gaining a cult following and prices for good examples are strong.

Two models whose prices have yet to increase are the GS and the Traction Avant. And both are puzzling; A good GS is a rare find these days. Yet it represents Citroën's crowning achievement in practical economical car design. The body looks contemporary even today, with its crisp appealing design by Robert Opron. Its ability to seat four adults in comfort and pack all their luggage in its 32 x 42 x 21" unobstructed trunk, and do so in a car that is only 12 and a half feet in length is nothing short of astounding! Citroën bridged its air-cooled



John McCulloch



engine technology from the 2CV to offer a four cylinder powerplant in the GS while incorporating the hydropneumatic suspension it had been perfecting in the DS. The car bristles with technical innovation. But alas, it was an economy car and collectors pass it by, - for now. They are a joy to drive and never cease to attract admiring stares wherever they go.

In our opinion, the Traction Avant is the most undervalued classic there is out there. It's got enticing style and all that, but you have to drive one to appreciate it. Here is a car that was conceived in the early '30s and built from 1934 - 57. Drive ANY other mass produced car from that era and the Traction Avant feels like a freight train on rails in comparison, tracking straight where pointed. It truly drives like a modern car. One could use it as a daily driver, but that would be a crime! You can drool over Avro-Voisins, old Bugattis, Cadillacs, Packards, Mercedes and such, but the Traction you can honestly hop into and drive across the continent without reservation. You can't beat them! And they can be had for bargain \$\$! A really nice Traction 4 cylinder model can be purchased for under \$25K. A 6-cylinder, about \$10 - \$15K more. You can find them in good, drivable condition for half that. Traction's are the best kept secret in the classic car ownership community. Heck, if they got the French through WWII, one can certainly take you on any trip you want within your lifetime. Just get in and drive it!



No matter what Citroën you happen to own or how many, if they are drivable, you can consider yourself one of the privileged few that already know the enjoyment they provide. Even as values increase, let's not forget that driving them is really what it's all about.

Speaking of driving, we hope that you will make a point of joining us in Kentucky for a wonderful weekend outing being organized by David Hume. We are going to meet at Dave's impressive restoration shop in the middle of some of the nicest horse farm country you are likely to find. From there we are going to take some lovely backroads to The Corvette Museum and then on to the Lane Motor Museum in Nashville, TN. What awaits us there is an eclectic treasure trove of obscure and unusual cars. Jeff Lane is always thrilled to see Citroëns, as the Lane Motor Museum boasts the most extensive collection of Citroëns in North America and some very rare models like a 1962 2CV Shahra 4x4, a 1964 Bijou, 1970 M35, 1937 7C, 1938 Traction Gazogène, 1968 Type 350 Truck, 1979 4 x 4 Méhari, BX4TC, 1952 "two headed" 2CV Cogolin, 1977 amphibious 2CV, 1924 5CV Trèfle, 1924 Autochenille half-track and Dave Burnham's famous 1966 DS Ice Racer. Oh, - and that's just a partial list! We assure you it will be a fun weekend!!

Another thing to look forward to in 2012 is the way in which we publish our CITROËNVIE magazine. We will be doing a full redesign of its layout and incorporate new interactive media elements for our paid subscribers that read on iPads and tablets. You will be able to

continued on page 19...



GM Buys 7% of PSA Peugeot Citroën



Dan Akerson, GM Chairman and CEO and Philippe Varin, Chairman of the Managing Board of PSA Peugeot Citroën

On February 29, General Motors and PSA Peugeot Citroën announced the creation of a long-term and broad-scale global strategic alliance. Does that mean there is a greater chance that Citroëns may soon be returning to our shore? Don't hold your breath. Here's the reality behind the deal:

- Peugeot Citroën have had a very tough time in the European market. It announced plans to reduce investments and marketing spending as part of a goal to save 1 billion euros

(an increase from a previous 800 million euros). The steeper cuts come after their automotive division lost 92 million euros in 2011. I announced plans to sell 1.5 billion euros in assets to reduce debt, which sat at 3.4 billion euros.

- Meanwhile General Motors was also unprofitable with its European unit Opel and its U.K. sister brand Vauxhall. In 2011 they lost \$747 million last year on Opel alone, even as the company posted a large overall profit. GM sought in early 2009 to sell Opel but later changed its mind.
- Automobile manufacturers risk losses when they use less than 90 percent of their production capacity. PSA Peugeot Citroën is projected to use a mere 62% of its European capacity in 2012, GM just 74% at Opel.
- PSA Peugeot Citroën were initially in negotiations with Mitsubishi to try to shore up manufacturing costs and offset its massive debt. Talks were not progressing well, and so they decided to talk to a bigger player, GM, along the same lines.
- The GM PSA Peugeot Citroën deal came about to leverage the combined strengths and capabilities of the two companies, with the goals of improving profitability and strengthening their competitiveness in Europe.

Could this be a tough sell at home for the French carmaker? French Labour Minister Xavier Bertrand was quoted saying any deal "must allow for the development of jobs in France, above all. I said: 'jobs, jobs, jobs.' I am adamant on that point." However labour costs at its French factories are more than three times higher than in Eastern Europe and other lower-wage countries. Something is going to have to give. Peugeot Citroën depends on Europe for almost 60 per cent of its sales. Could a deal with GM make sense to the extent that it provides access to growing markets overseas? Perhaps, but doubtful. GM does not want more models, similar to what they offer, competing for market share.

Fact is the alliance is structured around two main objectives: the sharing of vehicle platforms, components and modules; and the creation of a global purchasing joint venture for the sourcing of commodities, components and other goods and services from suppliers. With annual purchasing volume expected in the order of \$125 billion, cars benefiting from these savings are slated to appear starting in 2016. There's little question that savings for each side are the true foundation of the deal.

The press release states that "each company will continue to market and sell its vehicles independently and on a competitive basis". We can take solace that GM didn't make a majority investment in Peugeot Citroën PSA. The last time they did that in Europe (with their purchase of Saab), the result was disastrous, particularly for Saab!

If you are counting on the GM investment being a factor in Citroën returning to the North American market, you'll probably need to temper your expectations. At best it sounds like the GM - Peugeot Citroën deal is going to net you the opportunity to buy a Citrolet a few years down the road.

Citroën Debuts the DS1 and DS4 Racing at the 2012 Geneva Auto Show

Citroën expanded its DS range at the Geneva Auto show to include the DS1, a smaller model offering. Presented as a concept at Geneva it is expected to go into production in 2013. Rumour is there will be a 130 hp performance version available that will compete with Fiat's 500 Abarth.



The 3.6m long DS1 is based on the common platform of the next C1, Peugeot and Toyota, all of which are produced in the same Czech Republic plant.

The DS1 will compete primarily against the successful Fiat 500 – and with a similar number of paint colors, upholstery and extras offered. The eye-catching design with grill, wide lateral grooves and B-pillar is based on the larger DS models. The DS1 interior, with digital speedometer and higher quality materials, differs significantly from the C1.

Its three-cylinder gasoline engine choices deliver 68 to 100 hp along with a 70 hp diesel derived from the partnership with BMW.



The DS4 Racing Concept plays upon the DS3 Racing; - curved crease-lined sides, a carbon front spoiler and rear diffuser. Lowered by 35mm and wider in front and rear tracks by 55mm and 75mm respectively, it promises to be a presence on the road. Power comes from a 1.6 liter turbo that pumps out 256HP. That's 160hp per liter! 380mm discs are used to halt the 19" rims.

Citroën Re-aligns in Germany



Citroën announced that it is selling off its present headquarters in Cologne and is aiming to rent a new premises. It is working in co-operation with the city to achieve the move since the subsidiary today is really just a sales organization.

Citroën's present site is a 38,000 square meter manufacturing plant which Citroën has owned since the 1950's. "Citroën is ultimately not a real estate company" stated Citroën Germany's Managing Director Holger Böhme when commenting about the change. Working with the city Citroën hopes to ensure that the historical significance of the original premises will be preserved.

Citroën in Germany has embarked on an

ambitious 3-year sales plan with the goal of reaching an annual sales target of 100,000 vehicles (3 per cent market share). Böhme said that the current DS line attracts about 60 percent of new customers and that in 2011, the DS line accounted for 13.8 percent of Citroën sales in Germany. 10 percent of the annual 40,000 unit production of the new DS5 flagship model will be allocated to Germany. This will partially be achieved through aggressive pricing and leasing options.

For those fortunate to test drive the new DS5, it is being favourably compared to Audi models. To get the Germans to be thinking that the DS5 competes in the premium market segment is a very good thing!

PSA Peugeot Citroën Names New Brands Head

5 January 2012

Peugeot-Citroën managing board member Frédéric Saint-Geours has been named executive vice-president for brands, replacing Jean-Marc Gales who left to become the new CEO of European Association of Automotive Suppliers CLEPA.

Frédéric Saint-Geours



Citroën to Re-start Sales in South Korea

3 February 2012

Citroën announced plans to re-enter South Korea in April with its DS3 models, according to local distributor Hanbul Motors.

PSA Peugeot Citroën halts Le Mans Program

19 January 2012

PSA Peugeot Citroën has pulled the plug on its Le Mans racing team, citing financial pressures, and will not be at the famous 24-hour race this year.

PSA Peugeot Citroën May Put India Plan on Hold

31 January 2012

PSA Peugeot Citroën said it may delay its planned 650m Euro (\$850m US) plant investment in India, adding only that it is "reviewing the investment calendar".



DS Buying Guide

by Donald "Red" Dellinger

Two years before Red Dellinger passed away, he sent me a draft of an article he was working on; A Buyer's Guide to the D Model Citroëns. I put it aside assuming Red would get around to finishing it, but alas that was not to be. Recently I got a message from a new Club member who had just purchased a DS. And of course he wanted to know if the purchase decision he made was the right one? Well, since the question was a bit after the fact, any comment I made would not change the actual quality of the purchase. However the question did jog my memory about what Red wrote. I dug deep into my archives and managed to locate it. Giving it a read it is as true today, if not more so, than when Red originally penned it. And I'm pleased to present Red's knowledge, in his own words, here for you.

- George Dyke

I have been working on and selling these cars new and used since 1957-I was the Dealer in Central Pennsylvania from 1964 until Citroën folded in the US.

The last year of production was 1975.

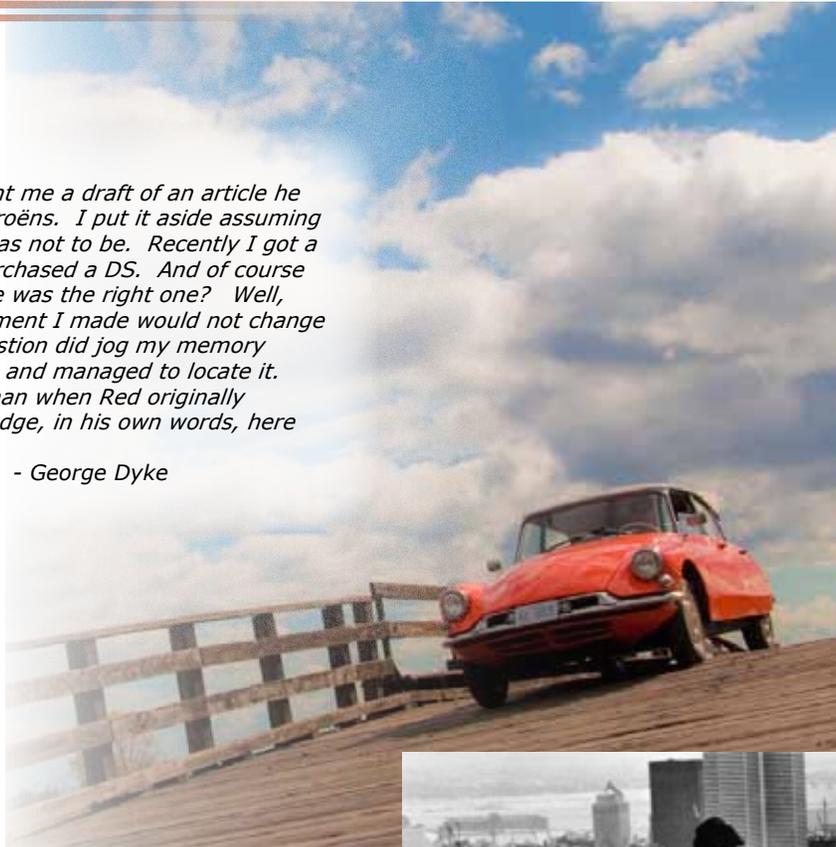
The DS19 started production in 1955. It was a sensation. They had many teething problems and ongoing updates over the next 10 years. Although the body and suspension remained outwardly the same, mechanically there were thousands of changes. The most important were to the shifting and de-clutching. 1962 saw the first major changes. The transmission was not fully synchro until 1966.

Sept 66 in Europe - Introduction of LHM fluid (Liquide Hydraulique Minéral). USA models did not receive the new LHM (green fluid) MINERAL OIL until June 1969 we called them the 691/2 model. Up until this time the USA cars had corrosive Lockheed brake fluid (vegetable based). It was the only fluid available to appease the US Government Automotive standards for brake fluid as the Citroën hydraulic fluid was also a fluid of similar type called LHS (Liquide Hydraulique Synthétique) and the hydraulic units were painted BLACK V/S GREEN-so as not to make a mistake in adding fluid. (It happened and it destroyed the rubber seals).

The DS was available in standard shift from the late 1960's (62) if my memory is correct.

The ID, or Ideal as the French called it, came on the scene in Sept 1957. It was a standard shift for buyers who were intimidated by the DS shift. It was a much lower priced plain Jane car.

DS advertising photo taken on Mount Royal in Montréal, Quebec.



The US model DS standard shift was called the Grand Route. The French designation was BVM (boîte vitesse manuelle). The hydraulic shift (no clutch pedal) was the DS 19 or 21 depending on the engine size. French designation was BVH (boîte vitesse hydraulique). The transmission shifting and clutch engagement / re-engagement is by hydraulic servos partially controlled by the driver by a small gear shift lever placed on the dash in front of the steering wheel.

Driving the ID is pretty simple just follow the directions and start it up using the hand choke for cold starts-and depress the clutch, select a gear and drive as you would any standard shift. The ID was always a 4 speed on the column. On USA cars and they had no power assist brakes or steering until the mid 1960s. If the steering wheel wrapper is black instead of ivory - it will

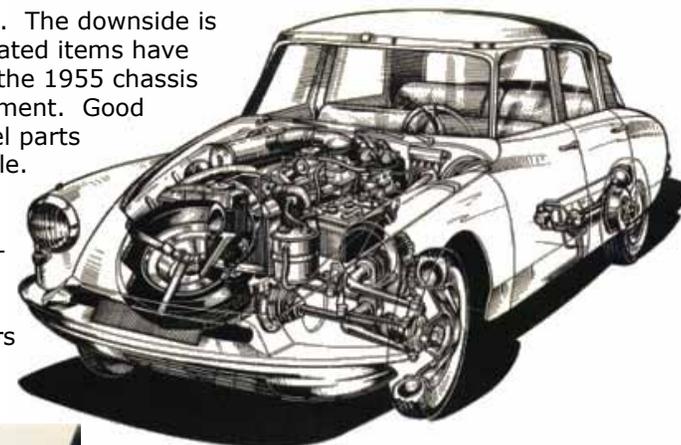
be power assisted. If the brake pedal is lower than the clutch pedal it will be power brake equipped. The DS used a round pedal and were always power assist. Also they are always power assisted steering. The DS requires some learning in shifting and the adjustments must be made as normal maintenance. I have listed these in an article on Google called Citroën Magic, - so I will not include them here to save space. The DS is a driver's car and the transmission, clutching and shifting can be very sporting if you take the time to read and adjust your car to my specs. The ride, braking and handling are superb. It has won many rallies against many sporting machines and is not to be sneered at. It is a family man's sports car.

Perfect, it is not! No car that I know is. But a D model Citroën is a car that will put a smile on your face guaranteed. You just need to find a good one. Many hacks have played with some of the ones that are out there. However good ones remain and parts are no problem. Tons of them were made and sold world wide. 1966 on thru 1975 were in my opinion the best made. The early models rode much softer but had teething problems-with the hydraulics-(leaks). Nothing that can't be fixed though. The engine was an older type, - proven and reliable but nothing compared to the newer unit launched in Sept 1965.

The one in this picture is a 1972 DS21, the last model before Citroën pulled out of the USA.

The DS 21 Pallas was the most luxurious one sold in the USA. The Pallas was top line; best leather and everything (not cheap vinyl). And it had all stainless trim, thick carpets and tons

of creature comforts. The downside is that all the new updated items have been squeezed into the 1955 chassis and engine compartment. Good stuff: all the D model parts are quickly removable. Fenders doors and roof unbolt for replacement or service. All body parts can be on the ground in about 2 hrs leaving a driveable chassis and all the



parts adjust for alignment. A truly amazing and easy car to work on.

The handling, brakes and ride are outstanding as is the rack and pinion steering. Safety is # 1 with this car. I have never had a customer injured seriously in any collision over the last 40 odd years. The heater is weak as is the a/c (not a big deal to the French back then). The best a/c was the double condenser model by Coolaire - fitted here by the Citroën dealers in the late 1970's. (The European models used a unit made by Chausson, were factory fitted and were never available here.) The early USA ones with condensers in front of the radiator



Left: a North American spec DS21 with circular rear brake and running lights, rear and side marker reflectors.

Right: North American spec D-Special. Exposed sealed beam headlights, running lights/turn signals relocated to under the bumper on the front valance, cover plate where the euro turn signals were and side marker lights added.



DS Buying Guide - continued from page 7

were useless and caused overheating and blown head gaskets.

The new engine with 5 main bearings (from -1966 on) is an indestructible wet sleeve unit. The gearbox as it came from the factory was used on Lotus racing cars as well as Maserati Merak and some special Peugeot race cars. It's all synchro and all gears run on roller (needle)-bearings. The clutch is a heavy duty unit. The suspension and drive train mechanics are well proven and near bullet proof. The tin worm is its worst enemy and those "well meaning" tinkerers...

As it is, the way it came from the factory, it is one of the best all around cars I have ever owned. These cars were everyday drivers to a lot of people. Some still are, but most that have survived are now collector items. A "nice" D model Citroën will be a very good investment.

What to Look for When Buying:

Before buying any car you should have done research on it and purchased some literature on the model you are interested in to see all the different components when new. Citroën Literature is of very high-quality and shows fantastic detail of the interior and mechanics. Citroën D Models are marvelous cars and a good unmolested one is getting harder to find. The last cars were imported in 1972 and a USA model is a very desirable. World wide prices are rising fast.

Buying one on ebay? Ask the Seller for good quality photos-and close ups of specific areas. If they won't comply - "forget it"!

Most costly Items to repair are the frame (uni-body). They are tough in the mechanical department. Knowledge of the car is most important. That's what all the books are for - read before you leap.

Finding a good mechanic to work on the car and do it right will be your biggest problem. Most I would not let change the battery. And it's easy!



Euro spec DS with manual shift, European "Chausson" air conditioning and with period telephone.

US spec D-Special with Lucas turn signal lenses (from the UK) used so they are visible from the side.



This Article will give you a comparison to use to see what is missing or changed. Ask the seller for "quality pictures". This is my biggest gripe with the "sellers" on ebay. The seller is there with the "car". You are hundreds or thousands of mile away... I want to see the important issues, not just photos of the front, rear and sides. Caution: sellers have a BAD habit of cropping photos, using dark photos and not showing the important items; like the bottom of car behind the front wheels, in front of the rear wheels, and the floor (outside) underneath. This is where they rust out; the rear trunk edges and corners, (you'll often find a broken trunk lid), under the trunk mat, under the trunk floor, outside.bottoms of doors from underneath. And check the bumpers for twists and dents.

If it passes this test, go to the interior. (Citroën interiors are always color matched.) Check for driver's seat wear and rips and tears. Lift front and rear car-



pets on the sides (this is where the rust forms from water entering and laying). Next, check the dash for cracks and missing switches (holes bored etc) and the instruments, levers, etc, steering wheel wrapping, sun visors, seats and headliner for looseness and stains. mismatched upholstery or bad workmanship and sagging door panels. [Caution: some owner have tried to up grade their model from and ID to a Pallas model- and do a poor job-leaving it half done.]

Inspect the glass; all the side and rear glass is tem-

pered in a Ds --look for scratches on the glass, - it never cracks (tempered) - it shatters. The windshield is laminated. Check for scratches and cracks. Does it have a/c? (This will show in a photo of the lower dash. And in the engine compartment a/c compressor and under fender condensers. Does it look like the one in the literature? Are all parts there? Is it clean and tidy? And if you can, inhale deeply and smell the gas! If the fuel is old and stinks, figure on about \$500 to remedy this problem. It will be necessary to remove tank and clean or repair as well as purge the lines.

Look for how body parts fit; door, hood and fender gaps. The DS body parts are light weight to conserve weight and reduce fuel consumption. They are not meant to be used as push cars or benches to sit on. They just cover the occupants and fold up nicely to absorb a collision. Do windows roll up and down easily?

In the engine compartment look at all belts and hoses. You'll often see bad workmanship in loose or taped wires etc. Check for missing splash pans and shields.

The suspension on the cars with LHM Mineral based (GREEN) fluid (the parts of the hydraulic system are painted green also) fluid are the most desirable ones as the OTHER fluid from 1967 on back is LHS 2--IT is brake fluid (RED) - a highly corrosive and a poor lubricant. It still does the job but more prone to problems. These hydraulic parts are painted BLACK. Caution: you cannot put put Green fluid in Red cars or vice versa. Doing so will ruin the internal hydraulic seals and necessitate a complete hydraulic system rebuild. Make sure the car you are buying is not being sold because of this mistake!

The ride should be slightly soft in the normal position and when weight is placed on the front or rear with the engine idling. The car should respond and raise to the point it was at before placing your weight on it. You should be able to hear the pump (with the engine idling - tap, tap, tap sound) after a few exercises. It should raise for each notch the height control lever is raised and the car should raise and support itself on the jack stand and come back up on its feet pretty quick with accelerated idle. The hydraulic pressure should remain in the system when the engine is shut down, - enough to turn the steering wheel easily for several turns while still power assisted. If not the reserve pressure is not there and the main accumulator will need to be replaced. Most cars will need 6 new spheres (accumulators) on the DS and 5 on The ID model; about \$500-\$600. They last for 3 - 4 years. Drive if possible and check clutch and brakes for chatter. The brakes on a DS are massive and very impressive.

All in all use common sense and don't let yourself fall in love with the interior, looks and ride. Be sure to look under her makeup for the true Goddess. Otherwise you will spend some big bucks.

- RED D



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...



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NEW!
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A Chance Meeting With the Retired Chief of Styling, Automobiles Citroën

by Paul G. Robinson

"Where'd you get that CX?" was not the question I expected as I disembarked from my 1987 CX GTI in the parking lot of Home Depot. "In my driveway," was my smart-aleck reply. I expanded on that answer to include the actual circumstances and that it was initially brought over by CXA, etc. I was talking to an older gentleman dressed very casually in a partially open shirt and short pants. I also explained, quickly and briefly, that my family owned a fairly large number of Citroëns and had for many years.

"How do you like the new Citroëns?" he asked. Well, I don't have a lot of experience with the later cars, since they are not imported here, but I did share my thoughts about the C5 I sat in for a few minutes back in 2002 at the ICCCR. He then told me he'd designed that car.

I paused, realizing suddenly, that I was talking to someone important from the company! Without too much prodding Art revealed that he was the retired (in 2000) Chief of Styling for Citroën! I was bowled over. My pulse quickened and the hair on the back of my neck stood up. Was this real? We talked a few minutes more, me keeping cool outwardly. Art gave me his phone number and address and I gave him mine and we went our separate ways on this busy (for me) weeknight.

I immediately called my brother and father to share the discovery. They can tell you I was definitely on a high. I called Art a couple of weeks later. I didn't want to appear too eager. Okay, a couple of weeks is a long time, but I was busy with work and I didn't know how busy Art would be. We set up a meeting for the following Saturday.

The day arrived and I drove to his house in the CX. We became acquainted, talked cars of course, but we mostly talked about Art's career. He shared his resumé as passed out by Citroën when he was with them. By this time I'd done some research on him, could not find a lot on the web but enough to assure myself he was genuine.

Who is Art Blakesley?

Art was born in Michigan in 1935. I share his birthday, how's that for a coincidence? After graduating from Notre Dame University with a B.S. in Industrial Design, Art was hired by Chrysler in 1960. There he became a designer and in 1965 he was promoted to Manager, International Design Studio.



During that time he designed the famous Chrysler Turbine. He can tell numerous stories of working on that car and the challenges presented to him by the Chief Designer, Elwood Engel. One morning Mr. Engel walked into the studio and planted a fire axe into the rear end of Art's clay model saying "be creative!" That was the start of the design of the fabulous rear end of the Turbine car.

Art continued up the Chrysler management ladder due partly, according to Art, to his engineering schooling. That was an unusual discipline for a stylist in the '60s and it earned him opportunities very quickly. By 1973 he was the Chief stylist for concept studies, commercial studies and international studies.

In 1976 Art moved to England, taking over the Chrysler Europe studios as

Director of Design. Chrysler was having trouble however and in 1980 sold their European operations to the PSA Group. Art became the Director of Advance Style for Talbot, one of the PSA family. In 1984 he was selected to be the Director of Advance Studio for PSA Peugeot Citroën.

While in that position he hired two different Chiefs of Styling for Citroën. Trevor Fiore and Carl Olsen both had short tenures at Citroën. For a few years Art ran both styling houses and in 1987 he was asked to become the Chief of Styling for Automobiles Citroën at the Centre de Création. Art told me he wanted this position because he preferred Citroën over Peugeot.

Art's Influence

Art was a very influential designer in the industry. Citroën has had, for many years, a reputation for creativity unlike any other major manufacturer. Many designers saw Citroën as the best place to be. But it was not always this way. Art had his work cut out for him at Citroën.



The first problem was that the stylists were very focused on their own products and studios. This was a result of perceived competition with the Peugeot stylists and management, and also not a little due to Peugeot's approach to Citroën after the takeover in 1974. Art's experience was that both companies suffered similarly, and neither was paying attention to the marketplace. They were out of touch.

Another problem was the methods used by Citroën's stylists in developing new designs. None of the designers could draw; they depended almost entirely on building models. And they modeled with plaster-of-Paris, not the standard clay. This meant that changes were difficult to mold into the model, lots of work with chisels and hammers!

Art needed an influx of new, younger talent. But there were few, so Art hired 50 young men in the area around Poissy whose primary qualification was to be good at working with their hands. He developed a training program and within six months had a cadre of modelers he could use to build the clay models. After three years Art also established automotive design courses at seven universities including Mamm University in Moscow, the University of Straganev in St. Petersburg, the University of Coventry in England, and the University of Dublin, Ireland and three others in France.

He sent Citroën's designers to the universities with the task of creating the design courses, after six months he evaluated their progress. Through this



program he built a new group of young designers for the European auto industry while being able to pick the cream of the crop for Citroën. He came away with the four top designers, two Frenchmen and two Russians.

Art's experience with Citroën cars is, of course, with models that few people in North America have experience with, or have even seen. His first task, in 1987, was to productionize the XM. This is the process of making it possible to build the car on the production line. But Art had bigger plans for Citroën styling.

He felt all along that the signature of Citroën was the double chevrons. He worked diligently to make the chevrons larger, but the head of Citroën, Xavier Karchier, seemed ashamed of the Citroën heritage and would not allow the chevrons to grow. Only after Karchier left the company was Art able to slowly enlarge them. When he left they had grown to six inches in height, and were the centerpiece of the modern Citroën grills. Even today his influence can be seen as the stylists work to modernize the chevron's appearance – validating his opinion that the chevron is the signature emblem for Citroën and is recognized around the world.

Style at Automobiles Citroën

I beg your indulgence as I discuss this topic, since I've not followed the world of automobile style in any way. Oh I know a few names such as Opron and Bertone but if you asked me more about that I'd be stuck. So talking with Art about design is a bit of a foreign subject to me, but one in which I'm slowly gaining knowledge.

continued on page 12...



I would venture to say that many of us don't understand how auto manufacturers come up with new car styles. Notice I'm not saying 'design', rather 'style' which is more limited. When Art first became involved with Citroën the styling was being done by outside companies such as Bertone. To roughly describe the process, a concept for a new car is developed by Product Management and they then have various companies develop competing designs, or styling exercises.

What Art realized was that the process was unfairly biased toward outside styling houses. He insisted that the product development team work through him to contact the outside houses, thus ensuring his stylists got as much information about the new car as the outside stylists. Once he did that the Citroën Design department won much more work.

Citroën did have a long history with Bertone. Bertone designed the DS and XM for example. But just as Elwood Engle takes credit for the Chrysler Turbine, Bertone did not design the XM, rather the designer was Marc DesChamps. When Bertone died the company was thrown into turmoil. Many people expected Marc DesChamps to be named the new President. When that did not happen DesChamps left and joined Hueliez, and Citroën followed him breaking their long-standing relationship with Bertone.

In Retirement

There is much more to tell about Art's career, for example he styled the U.S. Army's M1 Abrams tank. His long career earned him great respect in the company. Accompanying this story are photos of the retirement gift Citroën presented him with. It is a large sculpture sitting on a solid marble base. The sculpture was created in Turin, Italy and is made from the same materials common to automobiles; steel, copper, wood, leather and plastic. The base is made from clay, the material used to model cars in the design process. Engraved on the metal are the names of all the projects Art worked on in his career, too many to list here!

Art is a true gentleman and wonderful to talk with about Citroën. He has several rare drawings from Citroën of the Traction Avant (an early side elevation drawing), and the 2CV. His home is a lovely example of excellent style. Art and his wife are lovers of antique furniture but could not afford the 'good stuff' so he became adept at finding good restoration projects and having them brought back to life.

Art and his wife retired to Leesburg, Virginia to be near their two daughters, they are only ten minutes from my house. Sometimes the most wonderful discoveries are in your own backyard.



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Bye-bye to Toronto's Bistro 990

Bistro 990, the beloved restaurant haunt of movie stars, politicians, journalists and professional athletes closed its doors in February. It was best known in our circle for their 2CV Charleston that they originally purchased from Escargot Motors when they were offering 2CV's for sale here in the late 1980's. Bistro 990 put their logo on the door and parked the 2CV in front of the restaurant as a "chic" means to draw in patrons.



A photo of the Bistro 990 2CV, taken in its hey-day, when it was first purchased circa 1988.

Billy Joel bought his then wife Christie Brinkley a 2CV after seeing the Bistro 990 2CV during a Toronto visit and thinking one would be perfect for her. (Apparently she always loved them.)

Cresford Developments purchased the restaurant along with the adjacent parking on vacant land at the corner of Bay St. and Joseph St. Yet another downtown condominium tower is to occupy the spot. In this case a 32-storey project called 1 Thousand Bay. Condo units are already for sale.

Over the years Bistro 990 served stars like Meryl Streep, Johnny Depp and Denzel Washington... they'd all go because they could just be themselves. They'd chat, read scripts over dinner. Nobody bothered them. Liam Neeson, Sean Connery and Mike Douglas included it as one of their favourite spots and could be seen enjoying dinners and lunches between screenings.

There was always excitement; French speaking waiters, a packed "upstairs mosh pit" and scenes such as Nicole Kidman walking through the crowd — red wine in hand — with a "minder" refreshing her drink every few minutes with Perrier water.

Cresford Developments would not comment if Bistro 990 would return in new digs within the commercial space of the condo complex. If they do let's hope they leave adequate space out front to park their 2CV.



Ouch!! This lovely low mileage (14,317 km) 2CV encountered a nasty rear impact in Saskatchewan and was listed for sale "as is" on ebay in early January.



The crease on the top of the front hood would indicate that it was propelled forward nose down (brakes applied) and wedged under the back of a truck.



At least the 2CV did what was supposed to in a rear ender. Notice the gas tank is still intact (i.e. unexploded) and the chassis (the blue section still holding the bumper) bent over and folded in along with the entire underfloor of the trunk.

While it's not known if the driver or any passengers survived the crash (it was being sold by a local junkyard) judging by the bent steering wheel the driver must have tightly gripped it while being flung backwards. However the interior compartment is intact indicating that head and neck whiplash could have been the only serious injury.



It's not worth restoring but with the front still intact, the engine, tranny a few front pieces that could be salvaged were probably worth the \$1,520.00 US that it sold for.



What a shame to see a 2CV end up like to this.

Remember, always watch out for the other guy!



Tech Tip: Spark Plug Thread Repair

by Chris Dubuque (Seattle, WA)

The 2009 issue #4 of Citroënvie presented 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 2009 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 than others. 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 abil-



TIME-SERT® Kit P/N 4412E

ity to reach deep into a hole. The product is called a “long reach” kit. The reaming, tapping, and countersinking operations are performed with a 13 mm socket and a ratchet wrench! Easy!

Tapping threads
(Use thread cutting lubricant!)



Installing the countersink tool onto the tap.

ity to reach deep into a hole. The product is called a “long reach” kit.

INSTALLATION

The “long reach” TIME-SERT® kit we bought for the DS is part number 4412E. This kit will work on 2CV/CX, etc. as well. It 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

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



- 3) Use 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 the photo (left) 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 will 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.

This particular kit (#4412E) is available on the TIME-SERT® website but is also widely available from other sources (look at ebay or Amazon.com for example). TIME-SERT® has a good website (www.timesert.com) and this particular kit costs about USD \$200.

There are also video tutorials on the TIME-SERT® website and on youtube.com.

Good luck.



Insert fully installed.

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

- 1) Use special tapping fluid for aluminum when cutting the threads.
- 2) Turn the engine so the piston is not at Top Dead Center (TDC) and the valves are closed when using this tool (compression stroke, before the piston reaches TDC)! Otherwise, the tap may hit the piston or an open valve.



Our illustrious John McCulloch is a YouTube star! Here he is in the "cutawayshot" of an interview at Retromobile 2012 with Nigel Wild, Chairman of the upcoming 2012 ICCCR. See the interview here:

<http://www.youtube.com/watch?v=sbPu-cjnkKo&feature=youtu.be>

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Maserati Bora & Merak - Citroën SM Influence in Italian Exotics

- by George Dyke

In our Summer 2011 issue, we showed that the back end of the Maserati Kyalami (there were only 155 made) contained the tail lights of the Citroën SM. Here's a little more about Maserati cars produced in that era that used components from Citroën's parts bin.

The Bora was Maserati's premium two-seater super coupe produced from 1971 to 1978. Initially its 4719 cc V8 engine ensured a top speed of 280 km/h. Three years later, a 4930 cc engine became standard on all Boras. With compression set at 8.75:1, output was 10 bhp more than the 4.7 and an attainable top speed of 285 km/h.

Shortly after Citroën took a controlling interest in Maserati in 1968, the concept of a mid-engined two-seat sports car was proposed. Lamborghini and De Tomaso already had the Miura and Mangusta. And rumors of a mid-engined Ferrari were swirling about. (Ultimately Ferrari's production model would come to be known as Boxer). The Maserati Bora project got underway in October 1968 and a prototype was on the road by the summer of 1969. It was shown in its final form at the Geneva Salon in March 1971. Meanwhile Citroën was hard at work on their 2+2 super coupe; the SM which debuted at the Geneva Salon a year earlier.

The Bora incorporated a number of Citroën components, most notably the LHM high pressure hydraulics that operated the brakes, clutch, the adjustment of the gas, brake and clutch pedal (the driver's seat is fixed in place) and the retractable headlights. Outside you will find some familiar bits as well. The door handles and back bumper are from the SM. Look carefully on the back bumper and you'll see GS license plate lights mounted on the top surface in the same manner as on the GS of that era.

Maserati made a junior version of the Maserati Bora, - the Merak from 1972 - 1982. It used the 3000 cc V6 engine of the later year SMs. Maserati claimed better handling due to lower weight and a better front/rear

weight distribution. The body was identical to the Bora in the front. At the rear, the back lights and bumper were the same, but the glass rear roof that covered the V8 engine in the Bora was jettisoned for a flat deck with flying buttresses that extended the roofline on each side.



Its interior was different from the Bora. Since the V6 engine was shorter, Maserati managed to add a small (literally a Chihuahua size) backseat and fixed the pedals so that the front seats were put on conventional sliding rails. In Meraks produced before 1976 the dashboard and steering wheel were the same as the Citroën SM down as far as the centre ventilation controls (save for the "dual chevrons" brass logo on the steering wheel. Meraks had a brass plate that said "Maserati"). Below the air controls a unique leather wrapped console was fitted between the seats, but even that had an ashtray that was straight from the SM.



In 1974, at the Turin Show, Maserati presented its

Bertone bodied Quattroporte II on an extended Citroën SM chassis. Of all the Quattroporte models over the years, it was the only one to feature hydropneumatic suspension and front wheel drive. Under the hood it looked identical to the SM.



previous Quattroporte was V8 powered and Italians were still obsessed with power and number of cylinders in their exotic cars, the 3.0L V6 powerplant based on the Citroën SM engine didn't deliver the oomph that customers wanted to move the 3500 lb behemoth sedan.

Maserati made only 13 Quattroporte IIs; a prototype in 1974, and 12 that were built to order between 1976 and 1978. Citroën went bankrupt in 1974 and on 23 May 1975, the new controlling group PSA Peugeot Citroën declared that Maserati was also in receivership. Propped up by Italian government funds, the company was kept in business until it was taken over by Alessandro de Tomaso. However the collapse of the Citroën/Maserati relationship made Maserati unable to gain EEC approval for the car. Most of the Quattroporte II's built were thus sold in the Middle East and in Spain, where such type approval wasn't necessary.

While we're at it, here's an example of Lamborghini borrowing from the SM parts bin.



This 'special' was shown at the 57th Salone Internazionale dell'Automobile, in Turin during the spring of 1978, and also displayed at the 1980 Geneva Auto Show. After the Geneva Auto Show the car was sold to Lambo-Motor AG in Basel who sold it to a German collector. He still owns the car, but it remained registered in Switzerland.

The Italian coach builder Pietro Frua created the Frua Faena, the only four-door Lamborghini in existence, in 1978. (Bertone did have a completed design ready for a four-door Espada, but it remained in its archives, and was never even put into prototype form.)



Quattroporte II interior with SM influence. Notice the three windshield wipers!

Inside the centre console was a direct transplant, though leather wrapped and more generously padded. The stalks on the steering column, the column itself and the 4 switches on the dash above that - all SM. The brake pedal is most interesting. It's square rather than round as on the SM and the DS. It had the same short travel valve pedal underneath which probably made it very touchy to operate compared to the bulb.

Exterior wise, the only things shared with the SM were the door handles and the 6 headlights (2 in the center that swiveled) fitted behind vertical glass covers.

The 1973 oil crisis contributed to its demise as it did to the SM itself. Arguably the major factor though was the choice of the V6 engine (though a 4.0L V8 prototype existed and could have been fitted had Maserati been in a better financial state). Since the



Quattroporte II. All straight SM under the hood.

continued on page 18... 

up with a car that was 4586 mm (18 ft) in length! The car's lines looked clean at the front, with big headlights mounted in twin pop-up units, and at the rear, once again there are the tail lights taken right from the Citroën SM.



The Frua Faena didn't prove a success, although it was very nicely built, and Pietro Frua hoped it could be produced in small quantities. But this show car was the only one ever produced.



What's quite astounding is how well the mix of Citroën parts were integrated into these cars. Compared to other Italian exotics of the time, the Bora and Merak were heralded as well built cars that were better suited for all day driving enjoyment. A little French influence infused into Italian passion.



Citroën SM



Citroen Autoclub Canada - Western Events Calendar:

Mar. 24 '12 Dinner au Salad des Fruits. A delicious dinner with friends and Citroëns at the French Cultural Centre! RSVP to John MacGregor - email: johnnymac4bc@telus.net www.saladdesfruits.com Covered parking available.

June 17 - '12 - 9 am Italian-French Car Show 2012 Western Canada's largest and most fun display of Citroëns and Alfas and everything in between! Idyllic setting at Waterfront Park in North Vancouver next to Seabus/Lonsdale Quay Public Market with unobstructed views over the harbour to downtown Vancouver. FREE! Info: johnnymac4bc@telus.net

July 14-15 '12 Bastille Tour D'île Vancouver, Nanaimo, BC and the famous Bastion! Saturday we will tour Nanaimo, Parksville, Qualicum Beach and Coombs and then dinner in Nanaimo and overnight before heading south Sunday down the island with stops along the way in Cowichan Bay en route to our final destination-the capital city of Victoria BC. Info: johnnymac4bc@telus.net

July 21 '12 Wellbrook Winery Country Fair And Car Show, Delta, BC. Another popular and fun annual event enjoyed by very loyal following of our Citroën group! Country fair meets car show and everything in between! People's Choice Awards. Registration Fee \$15. pat@wellbrookwinery.com www.wellbrookwinery.com

Aug. 5 - '12 Euroclassic 2012 - Olympic Plaza, Richmond, BC Inaugural event presented by Western Driver! Come join other European classic automobiles in what promises to be a very interesting and likely yearly event featuring 175 vintage and classic vehicles. Tel: 604.736.6754 email: pstewart@westerndriver.com www.westerndriver.com

Aug. 12 '12 - 8 am to 4 pm - Blething Place Collector Car Show 2012 Oak Bay, Vancouver Island. The little event that just keeps growing! Immensely popular multi make car show that always brings out a small but growing group of island Citroën 2CV enthusiasts! www.blethingplace.com Citroën liaison for this event is Heather Bos. hfbos@shaw.ca

Sept. 15 '12 Tour De Cote Sur Mer 2012 Inspired by one of our Citroën 2CV owners Bev Parslow, this leisurely day starts at Ambleside Beach in West Vancouver and then a scenic drive along the seaside to the West Vancouver Yacht Club for tasty lunch and visit. Weather permitting, we will continue on to Horseshoe Bay and Whytecliff Park West Vancouver, BC

Oct. 21 '12 Westham Island and George Reifel Bird Sanctuary Tour - Ladner/Delta, BC Enjoy this hidden gem located just a short drive south of Vancouver near the Tsawwassen Ferry terminal! We will have a nice leisurely drive to Westham Island where you can admire flocks of migrating snow geese and/or go pumpkin shopping at some of the local farms. Our final destination is the George C. Reifel Bird Sanctuary with friendly mallard ducks to feed! www.reifelbirdsantuary.com



Google Adds 2CV to Paris HQ



Google wanted a true icon for their new French headquarters in Paris. Something that reflects French culture, spirit and ingenuity. Their choice? A Citroën 2CV of course! But their wish wasn't realized by simply finding one and parking it. As their offices at 8 London Street were on the second floor, and a 2CV would not fit in the elevator, any car they found would have to be disassembled. The operation was orchestrated by V12 GT.com and two Citroën 2CV enthusiasts.

Ultimately, a lovely red 1967 AZAM model was located belonging to the owner of a mini golf course in Cabourg on the coast of Normandy. Fenders, engine and chassis were removed and the body cage was shrink-wrapped in plastic for the trip to the 9th arrondissement (district) of Paris. Once there, the sections were hoisted through a window on rue de Clichy that just barely exceeded the car's width of 1.48m.

Re-assembly was then carried out for the grand opening of Goggle's office by French President Nicolas Sarkozy and Chairman of Google, Eric Schmidt.

View more pictures and original story here:

<http://www.v12-gt.com/style-et-design-automobile/toute-l-info-sur-le-mariage-de-l-art-et-de-l-automobile/Une-Citroen-2CV-chez-Google-France>



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- George Dyke & John McCulloch



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A Cabrio Connoisseur's Tale - Part 1

by Lance Hellman

I bought my first Citroën, a 1965 Station Wagon when my daughter Michaela was born in 1970. By the time Michaela was 8 years old I'd owned twenty or thirty D Series Citroën. This number would, by the year 2002, if you include "parts cars", total near sixty. Back when Michaela was eight, despite having owned many different models and years, I'd never possessed a D Series Convertible and I was suffering...from a bad case of Convertible Lust. My friend and mechanical mentor Per Christianson, traveled with me to locations in New England looking at Convertibles for sale, but they were either beyond my limited price range or horribly rusted.

In 1978 Per and I went to Ausable Chasm, New York to look at a '64 DS 19 Convertible advertised as "just beginning to rust". The elderly woman owner had bought this car new in Montreal. Her son was in charge of selling it. I found him difficult to deal with, as he was more intent on belaboring us with his political opinions than showing us the car, and as a potential buyer I had to be polite. He eventually led us to a barn where the car had been stored. We were allowed to start it but not move it out of the poorly lit barn location which kept us from viewing one side parked close to a wall. I knocked a hole in the front floor and stuck my hand through. I did this while probing the extent of the rust...and to demonstrate that I knew what to look for and to possibly lower the price. We agreed to finalize the deal the next morning, so Per and I left and spent the night at a local motel. When I called the next morning the son told me that his mother had sold the car, sight unseen, to a fellow who called from Mississippi the previous night! I was so angry and disappointed that I searched for and found his mother's number in the phone book and she stated that selling the car was entirely up to her son and she knew nothing about any telephone call from Mississippi. So close and yet so far. Dejected, Per and I returned to Boston.

Two months later the son called me in Boston informing me that the deal with the Mississippi buyer had fallen through and the car was now available. I arranged to buy it for \$800. This was a terrible time to buy yet another Citroën as I was in the midst of difficult divorce proceedings, the nastiest portion being a court battle for custody of Michaela... who I had raised. Per arranged for the Citroën to be hidden with his friend and fellow antique auto collector Peveril Peake who lived in Bristol, Vermont until it was safe to reveal its existence.

Around 1979, post-divorce, Per, Michaela and I rode in Per's '67 ID up to Bristol to retrieve the Convertible. After expending a few

hours starting it and messing with the front disc brakes to allow them to unseize (mostly), we drove it around the little town of Bristol and it performed well. It was a beautiful Fall day so we took the top down for the trip south. However, once we were traveling at speed on a major highway the ancient gas in the gas tank began to foul the fuel pump and carburetor. The trip, which should have taken 5 hours, ended up taking 15. I spent much of it repeatedly cleaning the carburetor and fuel pump in a rainstorm by the side of the highway while Michaela slept in the back seat of the Convertible. I should have known better than to use the gas in the tank of a car that had been sitting for a few years. I've never repeated that mistake again.

During the following 33 years of ownership all I did was arrange for storage for this automobile. Plus, every eight years or so, re-build the sticking front brakes so I could manage to move it to its next storage location. I'd have to say that while I enjoyed knowing that I owned such a rare Citroën, I did not actually enjoy ownership by driving this vehicle. Only in the past year or so have circumstances aligned themselves to allow for a restoration. So...after 33 years of storage, last month Michaela, myself and Paul Riccardi hauled this car to Dave Burnham's shop in Delanson, New York, for a long overdue "restoration".

In the future I'll attempt to write up a detailed account of the acquisition, transportation and ...finally....restoration. Let me say here however, that the trip last month (January, 2012), towing the Convertible from Portsmouth, New Hampshire to Dave's place in Delanson, New York equaled the difficulty of that first Convertible ride down to Boston from Vermont 33 years ago.

Since I (and the Chapron) moved to New Hampshire 16 years ago, I've seen



Michaela in the Convertible when we picked it up in.....1979? See the back cover of this issue for a "today" photo of both.

it residing in an out of the way spot in the back of my barn and it is a great pleasure (and relief) knowing that finally, after three decades of storage, it's undergoing restoration. I look forward to the day when Michaela and I can actually enjoy driving it. Maybe we'll take a trip to Vermont, in the Fall.

(Read about their "Drive to Dave's" adventure in our next issue. - ed)



Bruce's Excellent Adventure

by Bruce Logan

In May 1971 near the end of my junior year in college my friend Eric, an on-again, off-again fellow undergraduate invited me to spend the summer at his grandparent's farm in Belgium. "Would you like to join me?", he asked. "We'll have the place to ourselves and get paid to do odd jobs while we're there." "Would I!" I replied and so began my "Excellent Adventure".

The farm known as OudeGracht (Old Canal) was located near the village of Hoogboom in Kappellen, a suburb of Antwerp. Calling OudeGracht a farm would be like Queen Elizabeth referring to Balmoral Castle as "that little country place." Comprising 800 acres, the Bunge family estate looked more like a Merchant Ivory movie set. It was comprised of a magnificent main gate complete with guard tower; a half-mile-long cobblestone drive under arching trees; a statue-ornamented bridge over a canal; numerous large workshops and storage buildings; an acre-sized walled vegetable garden; and the red brick, Flemish-style homes of the property manager, gamekeeper, and a number of dairy farmers and other renters.



The Cottage

included a large chateau, which was damaged to such an extent during the German occupation of the estate during WWII that the family decided to tear it down. The Bunges were also not pleased to find that the invaders had broken into the hidden wine cellar and consumed most of its contents (the Canadians, who camped on the estate after the Germans departed, drank all the whiskey).

Bunge Family Chateau, Circa 1939.

Eric and I arrived in late June of 1971 and were lodged in the thatch-roofed "cottage" (actually about eight rooms) used by visiting family members. Its appearance was such that you half expected to see Snow White and the Seven Dwarfs come waltzing out the front door. The property had originally



After recovering from jet lag, Eric and I were put to work painting our cottage, weeding the vegetable garden, chopping wood, and performing whatever other sundry tasks the property manager could think up. All of this work earned us the princely sum of \$40 a week each. As part of our "tool set," we had access to a late 40s/early 50s Chevy flatbed truck and – wait for it – a WWII vintage Rolls Royce jeep (four speeds – both forward and reverse).

While we had fun driving these farm vehicles, our "regular" transportation consisted of a pair of three-speed bikes, which were fine for cruising around the estate and the village outside our gates, but of limited use when we needed to make a major grocery run or wanted to take any kind of extended trip. Some very understanding friends of the family told us they had a car they could lend us. Our contribution was to arrange for temporary insurance.

A few days later, we heard a buzzing noise coming up the driveway. Out of the trees emerged a battered grey/green 2CV. Mrs. VanKouenbourg specified that it was a 1955 model (the Belgian version, featuring hub caps, bright-finished bumpers, and



rear-fender stone guards), and had been used by her family as local, around-town transportation. She assured us that -- although it had been sitting for a while – the "voiture" was safe and sound.

A few days before the car arrived, Eric had informed me that Robin, his latest girlfriend, along with a group of fellow female students, were going to be in Vienna in mid August. He was hoping we could meet with them (oh boy, two guys and a bunch of college girls!) and with the arrival of the 2CV (two cylinders and 18 [?] horsepower), we now had an economical way of getting there (oh dear).

In the weeks that followed, we familiarized ourselves with the car, cruising around the estate and

using it to run errands and visit close-by Bunge family members. I tried to clean up our new set of wheels, but the paint was so faded that it ended up with the sheen of caulk. The right-front door wouldn't stay closed, so we rigged up a way to rope it shut. I was also amused that the car had no gas gauge – the fuel tank had a dip stick used to measure fuel level.

Finally, the day arrived for us to set off on our trip to Vienna – a distance of more than 700 miles. Given our tight budget and the cost of fuel, as well as the expectation that it would take three days for the “duck” to get us to our destination without disintegrating, we planned on spending our nights at camp grounds along the way. With clothes and sleeping bags stowed, and a large bag of peanut butter sandwiches on hand, we hit the road, leaving village streets behind, merging into Antwerp suburban traffic and -- gaining momentum (and courage) – soon launching ourselves onto the highway.

Even though 2CVs were a regular commodity, many of our fellow motorists driving Opels and Fords) did a double take at the sight of two



fall off precipitously, and, because – along with many of the big rigs -- we had to hug the right lane when going up hills, the truckers would have to downshift frantically so as not to lose momentum. They were always waving at us to get off the road and making rude gestures. We soon learned to ride on the shoulder whenever the road went “up” in order to avoid their wrath.

By and large we stayed in camp grounds close to the highway or major roads and not particularly scenic. One exception was the camp site in Passau, Germany. Here the camping area was the courtyard of a castle above the town. Here, as elsewhere, our old 2CV drew attention and some sympathy for its passengers. I even remember waking up shortly after falling asleep to find a frau tucking me more securely into my sleeping bag and whispering the German equivalent of “sleep tight, pleasant dreams” (we slept in the open -- no tent).

The end of day three found us at a hotel in Vienna, where we met up with Eric's girlfriend and around 20 other (Hollins College) students. Over the next few days, we played sightseers, taking advantage of their travel itinerary and tour bus while giving the 2CV a well-deserved rest. Although my memory is hazy on some of the details other than flirting with a bevy of attractive young women and having a brief romance, I do



young men urging an elderly, corrugated tin snail forward, doing their best to keep up with the flow of traffic. Although flat out, the car could do about 50 miles per hour, it was surprisingly serene inside, humming along with no sense that its two cylinders were going to part company.

Truck drivers hated us. On inclines, our speed would

Somewhere on the Autobahn – Me on the Right.



continued on page 24 ... 

...Bruce's Excellent Adventure - continued from page 23

however remember visiting the Schönbrunn Palace (Austria's Versailles) and museums on the Ringstrasse, as well as having one really good meal at a restaurant high on a hill overlooking the Danube and the city -- superb Viennese pastries included.

All too soon it was time for Eric and I to return to Belgium. As planned, we got off the autobahn near Bastogne as early as possible given our schedule and took back routes that led us to and through the Ardennes. Here, the 2CV was in its element, cruising leisurely through beautiful woods and smaller towns and even managing the hills without undue strain.

We arrived back at OudeGracht the next day. Then I was off to England for a quick visit to London and a train trip to Stratford-on-Avon to meet a cousin participating in an undergraduate summer studies program. After some sightseeing and punting on the Avon with Edna Ann and her fellow students, I conspired with them to get my normally teetotaling relative drunk as a skunk.

The final phase of my summer adventure was a trip to Paris. We took the 2CV and, on the way, encountered our only problem with the car – a flat. Luckily, we had just pulled into a rest stop. As we were changing the tire, a van filled with police pulled up and asked us if we needed assistance (“Merci beaucoup Monsieur L'agent, mais seulement un pneu.”). Thereafter – during the couple of days spent in Paris – I noticed that the police often seemed to operate “by the busload,” particularly around major monuments and other presumed-to-be-strategic locations. I'm not sure what was going on (this was late August 1971, not the spring of 1968), but they were dressed in riot gear and looked pretty intimidating (segue to the old joke about the French being the chefs in Heaven and the police in Hell).

One day I was in Paris, the next, back home in suburban New Jersey, polishing my Dad's 1963 Volvo 122S in anticipation of him passing the car to me after taking delivery of his new BMW 2002 -- a quick and jet-lag-disorienting change of scenery. Forty years and many changes of setting later, I still consider the summer of '71 to be one of the high points of my life, and the 2CV a steady and reliable passport to places new and exciting. Like OudeGracht (sold off and subdivided some years ago), it is gone but not forgotten, emblematic of youth and adventure. 

Reader Feedback - The famous Rescue Fable

(in our last issue - Winter 2012, vol 1)

How special people can be! André Citroën must have looked down and been surprised for such a love for his brand of automobiles. George, as the leader of the pack in his thorough ways, did it again. I doubt that André Citroën could ever have imagined this kind of devout dedication, sharing his passion with such faithful followers who make sure this kind of devotion and memory will last forever.

I am an avid enthusiast for the concept of the 2CV. I could see myself also being part of this heroic effort. Citroën has been the outstanding car manufacturer of the world. Their designs are second to none. Designed not strictly for looks, although it was always pleasant, daring and comfortable, but foremost, because of their technical innovations and practicality. Citroën's high standards of excellence, the sphinx of the entire world automobile industry, always mysterious and with many secrets to unravel, in short, far above the average automobile.

George, in your article “What's New At Mother Corp,” I can feel your concern for this unique brand. Will it survive? However, whatever is going to unravel George, one thing is for sure, people of our generation will never forget those rare motorcars, designed for people like you and I. The Citroën story is unique, only challenged and paralleled by Henry Ford. Both men shared each other's desire to flood the earth with their dream cars, exclusively designed to make it possible for each family to see their own country and continent. I believe that there are more people like you around the globe, who also have a “Rescue Fable” to tell. It is encouraging that people can be found like you, who are willing to put in the effort, for the love of a dream that came true in our younger years, a dream that will linger forever in our hearts; because a car is not just something moving on four wheels, it provides magical events shared with family and friends, as you invite them to the countrysides of Ontario.

- Ary Sala, Vancouver Island 

Florida Citroën Meet - April 7, 2012

We just received notice that Andre Garnier will be holding his 23rd annual Citroën meet in Clermont, Florida, on April 7th. Clermont is about 25 miles due west of Orlando and just a bit north of Disney-land. Andre owned the Citroën dealership in Miami in the 1960s and early 70s and is an expert mechanic. Here's his contact and location info: Andre & Yvette Garnier
444 West Desoto St.
Clermont, FL 34711
Tel: 352.394.7797 



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Rendezvous 2012 • Saratoga Springs • NY Registration Form (Please Print Clearly) Name _____ Address _____ City _____ State _____ Zip _____ Country _____ Phone Number () _____ E-mail Address _____		Payment Information <table border="1"> <thead> <tr> <th>#</th> <th>Fee</th> <th>Sub Total</th> </tr> </thead> <tbody> <tr> <td>Adults</td> <td>x \$50</td> <td></td> </tr> <tr> <td>Discount before June 1</td> <td>x -\$10</td> <td></td> </tr> <tr> <td>Children (under 16)</td> <td>FREE</td> <td></td> </tr> <tr> <td>Attending Sunday lunch</td> <td>x \$0</td> <td></td> </tr> <tr> <td>Attending Sunday dinner</td> <td>x \$0</td> <td></td> </tr> <tr> <td>Donation</td> <td></td> <td></td> </tr> <tr> <td>Total Amount</td> <td></td> <td></td> </tr> </tbody> </table> Sending Your Payment: Fill out this form with a check or money order payable in U.S. funds. Mail to: Drive She Said! 1510 Lexington Ave, 11T New York, NY 10029 USA Please note that you may cancel and receive a full refund up until June 1.	#	Fee	Sub Total	Adults	x \$50		Discount before June 1	x -\$10		Children (under 16)	FREE		Attending Sunday lunch	x \$0		Attending Sunday dinner	x \$0		Donation			Total Amount		
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Vehicle Information Vehicle _____ Model _____ Year _____ Plate # _____	Names of Additional Attendees <small>Please be sure to indicate the ages of any children</small> 1) _____ 2) _____ 3) _____ 4) _____																									

Drive She Said! 2012 Citroën Rendezvous-Release and Waiver of Liability ("Release")

In consideration of the right and privilege to enter and participate in the DRIVE SHE SAID! 2012 CITROËN RENDEZVOUS, the undersigned, on behalf of her/himself and on behalf of (insert names of all persons in your group):

_____ hereby releases and agrees to indemnify DRIVE SHE SAID! and its members, agents, directors, administrators, volunteers, officers, employees, staff and assigns (the "Releasees") from any and all liabilities, claims, demands, causes of action and/or suits for damages and/or losses (including but not limited to physical injury and property damage), that may be sustained by me or any members of my group as shown on the registration form, as a result of any accident or occurrence resulting from my/our attendance at or participation in the DRIVE SHE SAID! 2012 CITROËN RENDEZVOUS. I certify that I have read this Release, understand that I have given up substantial rights by signing it, and have signed it freely and without inducement or assurance of any nature and intend it to be a complete and unconditional release and waiver of all liability to the greatest extent allowed by law. I represent that I am authorized to sign this Release on behalf of all members of my group as shown on the registration form.

Signature: _____ Date: _____

NEW at Rendezvous This Year!

Saturday:

- Change of Showfield location on Saturday, June 16 to Lakeside Farms, 336 Schaubert Road, Ballston Lake, NY 9am to 4pm.
- Saturday Banquet Dinner will be held in The Pavilion - located on the edge of the Show Field at Lakeside Farms. 5:30pm to 8pm.

Sunday:

- 9am to 11am - Join us at the Springs Motel for a complimentary breakfast and to enjoy the line-up of R-12 Peoples' Choice Award Winners, which will be the main feature in the parking lot.
- 11am to 1pm - Scenic Drive to the Historic Parabolic Bridge in Hadley, New York. Here, we will provide a casual picnic lunch. The organizers request that you bring along chairs and blankets, if you have them, or simply lift the seats out of your 2CV! They encourage you to allocate extra time winding down from the weekend events and investigate the history and treasures this area of New York State has to offer.

And NEW for 2012 there is more!

- 6pm to 10pm: B-B-Q Dinner at The Springs Motel, 189 Broadway, Saratoga Springs.

Some folks arrive a day early to get acclimated before the French car crowd flows in, some stay a day later to enjoy a leisurely drive home on Monday without the hassle of weekend traffic. For 2012, we have decided to begin a new tradition with an outdoor B-B-Q dinner Sunday night. Enjoy dinner, music and conversation with friends. The Springs Motel, is offering a special reduced Sunday night rate. Consider staying at the Springs Motel this night, even if you weren't able to book there for the entire weekend. Please be sure to check off the box on the Registration form if you plan to attend this dinner. An advance headcount will be necessary for us both in organizing and provisioning this new event.



Paris Meanderings

by John McCulloch

When I am in Paris, I always stay in the Seventh Arrondissement. This practice dates back some twenty years and while there are other quarters, other restaurants, other people to meet, I can't help myself. I know so many people in the seventh that my sojourn in Paris is like a homecoming. I am no longer the tourist. Shopkeepers and waiters come running out of their establishments to greet me and catch up. A pure pleasure!

Such familiarity with the "quartier" includes the cars that I pass. Clearly I am on the lookout for Citroëns. When I spot one of them I haul out my camera from my aged Land's End bag, swipe the lens clean and prepare for the shot. George Dyke insists that he needs space on either side of the car so I do my best to accommodate. Often this means backing into signs, stepping unwittingly into a dog's leavings or coming up against a limestone wall just to be far enough back to leave a foot or so one either end of the car.

I have crossed streets in search of interesting cars or just cars that I notice. Here are some examples:

Case one: This battered 2CV regularly shifts location. That is to say it turns up all over the neighbourhood. Since the French, in an attempt to achieve automotive intimacy, park a millimetre apart. They then take great



pride in extricating themselves in an act that would make Houdini proud. The owner of this specimen is so happy to get a spot to park, the car will stay in one place for a week at a time.



Case two: This gorgeous H van is a new-comer to the quarter. Unlike its smaller cousin (See case one), it is the victim / recipient of an over restoration. To actu-



ally use this as a working vehicle would be a sacrilege. Driving it with soft gloves, slippers and a cover on the seat would be S.O.P. for this one.

Case three: This DS was parked so long in one place that I wondered whether it would even start. It is

so exceptional to see a DS just parked, that I could not resist taking a picture. One day about five years ago, I was crossing the "pedestrian zone" near where the car was normally situated. Not paying attention to my surroundings, I had to stop when I heard the unmistakable sound of a DS horn. It was the 1975 brown DS injection, moving gracefully along toward to stream of modern cars on the Avenue La Motte Picquet like the goddess she is.



Case four: This Traction Légère is parked in one of the more photogenic places in all Paris. This pre 1950's car looked fine from the outside but was a bit patched together on the inside. Over the years, I have seen many cars like this one, that seem deliberately parked in a "tourist" place as if to recall a Paris of another time.

Always keep the camera handy when in Paris. They are getting rarer, but you never know when you are going to come across a lovely classic Citroën.

More to come... - John



Heading West in 2012?

Here are a few events you may want to fit into your agenda:

Sunday, August 26 - Annual "Cit Chat & BBQ" - held at 2CVsRus in Seattle. Contact Axel Kaliske and Ursula Walter. email: deuxchevaux@earthlink.net or call 206.439.0202. In fact they say; "If someone from the east is traveling the beautiful north west in summer, please come and visit, even if it's a different day."

Sep 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

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

Sunday Nov 6 - The Best of France & Italy Car Show - Woodley Park in Van Nuys, CA. 9am - 4pm.

Billed as the Greatest car show on earth for French and Italian cars. (Clearly the organizers have never been to Retromobile or Techno Classica). Nevertheless, always a great turnout of Citroëns! Fly your flag with flair! Enter from Woodley Ave. just south of Victory Blvd. - 1st light west of 405 Fwy. Note that suggested call time for car placement is 7:30am. www.franceanditaly.com

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

Dec 11 - CA - Holiday Party - San Francisco Citroën Club Details at: www.Citroënsanfrancisco.com



Surf'n Cits

by George Dyke

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

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 URL's:

Dave Burnham sent us this link to an ice racing film by René Vernadet of the Ronde Hivernale Automobile de Chamonix 1971-1972. It features DS, GS, even an SM ice racing in France. Dave is heavily involved with the AMEC (Adirondack Motor Enthusiasts Club) and ICE races in the northeast US each winter.

http://www.youtube.com/watch?v=GuHSe5uTC2o&feature=player_embedded#!



In the 1970's the Gendarmerie used some French exotics to police the Autoroutes. Citroën SMs, DS and Renault Alpine A110s made up what was called the Rapid Intervention Brigade. In this 1973 video the police hunt offenders in a SM driving over 200 km/h and we get some insight into the driver training that officers underwent.

<http://www.youtube.com/watch?v=d2JL9IQ7bUg&feature=share>



Here's a stylish B&W music video of a song called Mean Monday by Yellow that prominently features a DS from the Helsinki Club Zurich.

<http://vimeo.com/33967022>



What is it about Panhards that makes them just as derivable as Citroëns? Look and listen to the engine of the Dyna Z16.

<http://www.youtube.com/watch?v=dsjbgBZG-aM&NR=1>



And look at the mesmerizing windshield wipers on the model 24:

<http://www.youtube.com/watch?v=fxU3KbSHH3o>



Thanks to John Peterson of Reno, NV for bringing these clips to our attention.

This 1958 Citroën DS19 was used as a prototype for demonstrating and testing inclining self-adjusting suspension by the Swedish inventor Julius Lindblom. The car has been preserved over all these years.

<http://www.youtube.com/watch?v=DWH6w6ercLY&feature=related>



Julian Marsh has been busy compiling a comprehensive page of Citroën literature published for the USA. This site is truly a labor of love by Julian, and a resource that all Citroën enthusiasts should be very grateful for.

<http://www.citroenet.org.uk/foreign/usa/us-index.html>



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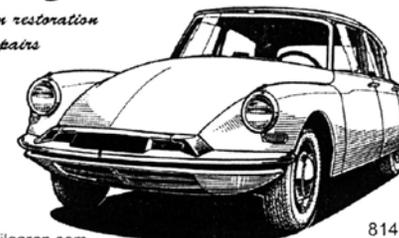
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1984 Citroën 2CV (Deux Chevaux) Spéciale. 111,600 km., 4 doors. 2 cylinder 602 cc., 29 hp. air-cooled engine. 4 speed standard transmission (new). New convertible 2-stage roof. Annual oil changes and intensive check-ups. Annual rust-proof underspray 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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Parts Needed:

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

Deadline for Next Issue Ads: June 1, 2012

Advertising Rates:

- Non-commercial and Citroën car text ads (up to six lines per column) are FREE for up-to-date paid CITROËNVIE subscribers. Non-paying subscribers pay \$5.00 per issue for car ads (up to six lines per column of advertising), and members & non-members pay \$5.00 per six line increment upwards.
 - PHOTOS: \$10.00 per issue.
 - Non-car ads: \$5.00 each per issue for each 6 line per column increment.
- Business card ads are \$35.00 per year, with paid CAC membership, and will run in four consecutive issues.
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- Payment is due prior to ad placement.
- SEND text and/or artwork to the CITROËNVIE Editors. e-mail is preferred. Please note that we reserve the right to edit any submissions.

Citroëns for Sale:

[Year / model / description / location / date ad



1986 Citroën CX Prestige 2.5 automatic.

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

Buy Them Individually or All 3 for the Special Bundle Price of \$20,000 CDN.



1990 Citroën XM. 102Km, Auto, "Like new" condition inside & out. Never been hit, all original and only OEM parts for any repairs. Rear exhaust has recently been 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.



1986 CX Series 2 Doverin. (shipped well before it was 15 years ripe for importing into Canada, hence Citandre had transferred a 1982 CX 2 Liter VIN #), 2 Liter engine with 4 speed manual transmission. Upgraded twin optics European head lights bought brand

new from Europe. New tires. New spheres. Needs a roof liner. Absolutely no rust and in original condition. Asking \$7,000 CDN.



1986 CX GTi Turbo. Car has accident damage to front and rear but can be repaired. Most of the parts required to fix will be provided with the car. Comes with a new/good used fender where it was hit, though not replaced, the old fender was cut out and thrown away. It will have a good used hood. No Rust. Runs. \$4,000 CDN.



If you buy the CX Doverin you could consider using the Doverin's body shell for the GTi, and transplant the engine of GTi Turbo into the good body.

Contact Raj in Mississauga, ON.
Tel: 905.821.8282
or email:
citroens@rogers.com

ON 10/11



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

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



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:

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

George 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 George 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.



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This completely original mint condition 1965 Citroën 2CV was sold in February 2012 for a world record price of 50,000 euros (\$66,000 US) at the Artcurial auction (during Retromobile) in Paris. One reason for the premium price was that it had only 116 original miles. It was bought new in Beverly Hills by Bill Harrah, and kept it in his collection for 40 years. Greg Long purchased it from Harrahs Auto Collection in the USA in 2004 when they decided to liquidate some cars.

Greg took care in preserving the 2CV and only drove it sparingly. Its biggest outing was trailering it to Rendezvous in 2009 and then driving it over to the show field. In fact the greatest mileage in any trip was put on by Greg's brother John, who when visiting Greg and the family in West Virginia got up early one morning (as John is prone to do) and decided to take it for a leisurely jaunt to the grocery store to pick up some food for breakfast. Greg was astonished to discover when he got up that the mileage had increased by 40!

Realizing the rarity and value of the car, Greg felt it would be best be going to a collector rather than piling on the miles being driven by him. Plus it's not the best car to tackle the mountainous hills of the region. So it was off to Paris for a photo shoot and then prominent display in one of Europe's most prestigious auctions.

A 2CV Investment as Good as Gold!



Well done on a very astute purchase, Greg! Many of us thought that the initial price you paid was stratospheric, but given what it sold for under the gavel, you have proven that you not only believed in this 2CV's potential, but wisely invested in it.

It's such a charmer though, we hope you doesn't miss it too much!



CITROËNVIE GALLERY



**49 Alabaster Drive
Brampton, ON
Canada L6V 4G9**

Michaela poses with her and Dad's (Lance Hellman's) 1964 DS19 Convertible upon arrival at Dave Burnham's restoration shop this past January.