

CITROËNVIE!

A woman in a workshop is working on a Citroën engine. She is wearing a purple tank top and is focused on her work. The engine is illuminated by a bright light, and the background is dark. The woman is using a tool to work on the engine. The overall scene is a close-up of the engine and the woman's hands.

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

2013 No. 1

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

- **2012 Méchoui in Montréal**
- **Citroën to Build a New 2CV**
- **Farewell to Méhari's Creator**
- **2012 Ottawa Club Gathering**
- **CAC Summer & Fall Outings**
- **Sky High Price for 2CV Sahara**
- **Amazing Things about Tractions**
- **Removing Lock Barrels in Citroën SM**

Feature Report:

CITROENVIE Kentucky Fall Tour

USA Citroën Events:

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

June 13 - 16, '13 - 37th Annual Citroën East Coast Rendezvous - Saratoga Springs, NY. www.driveshesaid.com

International Citroën Events:

Feb 6 - 13, '13 - Rétromobile - Paris - Porte de Versailles www.retromobile.com

Apr 10 - 14, '13 - Techno Classica - Essen, Germany
http://www.siha.de/tce_uk.php?m=1&ms=1

Apr 19 - 20, '13 - Traction Avant maintenance & repair course (in English) presented by the Citroën Traction Avant Club Switzerland. www.tractionavant.ch Contact: Daniel Eberli. email: eberlid@swissonline.ch

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

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

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

2016 - ICCCR - The Netherlands (date and location TBD) www.icccr2016.nl



Citroën Autoclub Canada - Eastern Events:

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

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

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

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

Apr 10 '13 - 7 pm - Monthly Club meeting (indoors) at the Granite Brewery, on the southeast corner of Mt. Pleasant & Eglinton Ave. Toronto.

May 4 '13 - 10 am - CAC Spring Outing starting on Toronto's waterfront then going through the Beaches and out to the Lakeshore Trail along the Scarborough Bluffs. We'll wind our way north through the twisty roads north of the Toronto Zoo and wind up in historic downtown Unionville.

May 8 '13 - 7 pm - Monthly Club meeting (outdoor location) at the Grenadier Restaurant parking lot within High Park, Toronto.

June 12 '13 - 7 pm - Monthly Club meeting (outdoor location) at the Grenadier Restaurant parking lot within High Park, Toronto.

July 10 '13 - 7 pm - Monthly Club meeting (outdoor location) at the Grenadier Restaurant parking lot within High Park, Toronto.

July 13 '13 - 10 am. CAC Summer Outing. Wine tasting adventure mixed with a thrilling drive on the spectacular backroads of the Niagara Escarpment near St. Catharines.

Aug 14 '13 - 7 pm - Monthly Club meeting (outdoor location) at the Grenadier Restaurant parking lot within High Park, Toronto.

Aug 24 '13 - 9 am - August Summer Party - Great Northern Adventure. A drive to Port Severn and then on to the Marine Railway (an engineering marvel that transports boats over the roadway and down the escarpment) just south of Bala.

Pictured left: CITROËNVIE member George Klein is well underway with his project of getting another SM back on the road. Fresh from the paint shop, George is in the process of putting the interior back together. He says he can't believe how original and unmolested this 1973 model is. Although the SM is a complex car, George feels confident that his re-assembly skills will make the task fairly straightforward!

Cover: Coraline Allard and Alicia Mathis resuscitate a long dormant engine in Coraline's "new" 2CV daily driver in Toronto. Photo by Coraline's husband Pierre Quesnel.

Message from the Editors



George Dyke

The more things change the more we wish our Citroëns can stay the same. While that's not possible if we are going to drive and enjoy them, we can take measures to ensure that they are properly maintained and offer unprecedented enjoyment for us as we take to roads again in 2013. With a new era in politics in front of us in the USA, and a world increasingly accelerated by technological innovation, getting behind the wheel of our classic Citroëns lets us take in motoring the way Citroën's engineers envisioned it

should be. Invariably we come to understand they were right in their efforts.

In this issue and throughout the upcoming year, we will feature articles that enable you to understand and take action to ensure your Citroën is in good working order. And we'll continue to reflect on Citroën's North American history, from the onset of André Citroën's effort to show off his cars to Henry Ford, to Challenger Motors selling the Traction Avant, on to an era when the DS, the SM, 2CV and Ami 6 were available over here, and when enterprises like CINA and CXA brought the CX and XM to these shores. We'll talk about the options available importing Citroëns from abroad, the restrictions we face with late model cars and the best means to purchase and ship classic Citroëns to North America.

As we do every year we publish our spectacular CITROËNVIE color calendar that lists major Citroën events in North America and abroad. This year we have over a dozen new and never before seen photographs that we hope will inspire! If you are a CITROËNVIE member at the \$30 level (or greater) you will be mailed a calendar. We hope you enjoy it and sincerely thank you for your support.

For many years we have been predicting a publishing revolution that will shift from physically printed publications to delivery of content on electronic devices. Now with tablet computers, smart phones and compact laptops virtually everywhere, we have the opportunity to make changes at CITROËNVIE to tailor our content to suit electronic delivery in a manner that affords our readers the means to get more content, greater detail and get it in a more timely manner. To that end we have decided that 2013 will be the last year we offer CITROËNVIE magazine in printed form. Instead we will dramati-



John McCulloch

cally enhance our web presence and expand our CITROËNVIE website where we are not restricted to physical page limitations and can deliver greater detail and more photographs about the subject at hand. With this and social media, we hope to open a new era of interactivity and enthusiasm about Citroëns in North America.

It will also enable us to introduce new pricing for CITROËNVIE / CAC memberships. First, we no longer have distinguishing features between CITROËNVIE or Citroen Autoclub Canada memberships. Memberships are now all done through CITROËNVIE. And any Canadian resident purchasing a CITROËNVIE membership is automatically enrolled in Citroën Autoclub Canada. For North American memberships we have simplified choices. Base subscriptions are now \$20 per year which includes unrestricted access to our CITROËNVIE website. This includes access to a new online Roster, Technical Articles, our Service Resources Guide, and all our high resolution archive issues of CITROËNVIE. For \$30 a year we will continue our policy of sending out our much loved full colour printed calendar. (The calendar alone is a \$15 value but we'll include it and the mailing cost in the overall fee of \$30.) And if you are in Canada your \$30 payment also gets you access to our collection of specialized Citroën tools that you can borrow. Overseas base subscriptions are also now \$20 and for those that would like the printed calendar mailed to them, the cost (including shipping) has been reduced to \$40.

Many of you know that our roots stem from the Citroën Autoclub Canada which is based in Toronto, Ontario and serves as the basis for local get-togethers and the means to achieve reaching out to Citroën owners throughout Canada and the US so we have a sense of community. This year marks the 35th anniversary of the Citroën Autoclub Canada. In our next issue we'll take a look back at the Club's rich history.

We are pleased to announce that for 2013 we have a series of Southern Ontario CAC events that should prove exciting:

We kick-off the driving season with our Spring Outing on May 4. It will be an urban run that will start on Toronto's waterfront then go through the Beaches and out to the Lakeshore Trail along the Scarborough Bluffs. We'll wind our way north through the twisty roads near the Toronto Zoo and wind up in historic downtown Unionville.

For our Summer Outing we are going back to the Niagara region on July 13. It will be a wine tasting adventure mixed with a thrilling drive on the spectacular backroads of the Niagara Escarpment near St. Catharines.

Our August Summer Party is on again this year on August 24. However we have decided to make it a real driving event. We call it our Great Northern Adventure. We'll drive to Port Severn and then on to the Marine Railway (an engineering marvel that transports boats over the roadway and down the escarpment) just South of Bala.

Our Fall Outing will take in the lovely scenery just northwest of Toronto and a sampling of the fine beers

continued on page 5...



It's a Remarkable Piece of Apparatus, said the Officer about the Traction.

by L. Lewis

Amazing what you can learn dept:

Looking at the roof of a Traction, have you ever wondered why there is usually a faint outline of a large piece of metal that covers the middle of the roof? There are a lot of mysteries associated with the greatest car ever built. Once again I was in London, England working at Classic Restorations for a month and I learned plenty! Did you know that Traction engine blocks can crack? Know why? There are no frost plugs in the block! Look carefully but you won't find any. There's only three in the head but none in the block. They crack in the area beneath the manifolds as the casting is fairly thin at this point I am told. Keep the coolant at the correct percentage and change it every two years as the additives become depleted. A cracked block is no fun! When flushing out the block, always try to unplug the block drain which is a pain but you should really make the effort.

Other weak points are: if you have a cast aluminum oil pan you can crack it if you drag it (with an engine attached) across an uneven garage floor. When jacking up a Traction in the rear on an uneven floor, put your jack under the suspension height adjuster as the riveted-on jack support is just that, riveted and this can crack as well. I also always thought that you should jack it up at the point mentioned above and then support the trailing arms but this can be awkward sometimes. The beam axle can be used to support the rear but it's important not to put your jack under this as it can bend. You can support this using two jack stands but use them only at the outer ends of the axle as close to the brakes as you can. The shop manual shows you how to make a support for it using a length of channel iron and two long pieces of wood, but why bother?

Other things I've learned are that a leaking water pump will lead to a stuck clutch and the reason for this is obvious given their locations. What was the reason for the two holes in the bottom of the grill? The earliest Tractions had a piece of painted metal under the grill and that was where it was at-

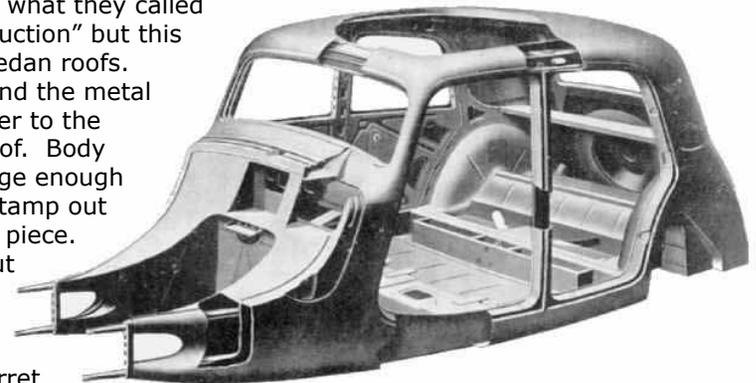
tached. Later cars didn't have this but the stamping die was never changed.

If you have original type drive shafts you know that you are required to grease them every 1,000 miles or they will wear out quickly. They will wear out anyway as all you are greasing is the central ball located between the three sections. The U-joints themselves get nothing except for what is thrown around from greasing the ball and this doesn't exactly find its way into the joints too well. The inner joint if it's original is the same situation as you can grease the splines but the cross can't be greased.

This helps explain why the drive shafts are known to have a short life. You can install a new flange yoke, slip yoke and joint from Spicer as I have done on my 11B where you can grease the joint. I did this back in the eighties and so far they show no wear at all. These parts are still available but cost a bit more than they did in 1984. Contact me if you want the part numbers. You will have to enlarge the holes on the flange yoke to fit the outputs on the gearbox but that is no big deal.

The earliest Tractions like all cars at the time had a large cloth insert in the centre of the roof. This is not a sunroof no matter what people may think. Most but not all auto body construction methods of the twenties featured a wood frame with sheet metal panels tacked to it with the entire roof made out of wood slats and fabric. (Look at a Model T Ford to give you an idea.) The Budd Company of Philadelphia supplied the body dies for Citroëns from 1919 and also for the Dodge Brothers company from 1914 and Budd bodies featured what they called "all steel construction" but this didn't include sedan roofs. Time went on and the metal parts crept closer to the centre of the roof. Body dies weren't large enough at the time to stamp out the roof in one piece. That came about in 1937 with General Motors and they called it the "turret top," obviously something they were proud of. Citroën never went this route and continued to mostly weld the roof together in several pieces and filled the joints with lead. The area covered by cloth was soon made of one piece of metal which was attached in a way that I find odd.

Lead is bad stuff but used to be common. Bullets, paint, water pipes and gasoline all contained lead. Using lead for body work was common practice





back in the day and you could buy auto body lead, flux, paddles and other lead supplies from ads in Hemmings up until the 1980s or so. You can't anymore, not in North America anyway. So, what's the deal with the roof of the Traction? It's not welded in. It just sits on the frame and the joint is filled with lead. The panel can show up depending on the mileage and amount of body flexing the car was subjected to. At C.R. there was a Big 15, one of the first in Britain to be converted to a four-speed that was going to be restored for a customer. This car has a sunroof which the customer didn't want. So, the thing to do is to heat the seam all around, melt the lead and the roof panel comes out in one piece. Drop in a solid panel and fill the seam and you're all set. Interesting? I think so.

It's nice to be wanted dept:

John Gillard in London is looking for the following early pre-66 ID-19 parts:

- offset connecting rods
- water pump with bases
- gamshaft pulleys
- gearbox (discs not required)
- clutch discs
- starters
- flywheels

If anyone would like to donate parts to the cause, please contact Larry at: llewis5411@rogers.com

These are needed to convert Traction to the four speed gearbox. If we can put together maybe a pallet of stuff I can contact John and tell him the price and arrange shipping. Or is there a better way to get this to the U.K?



Editors' Message - continued from page 3

available in Wellington County. We're calling it Golden Leaves, Golden Suds. It will be a day trip that will take us to Guelph.

Once again we will be planning for the future on November 23 with our planning meeting. And on December 7 we will host our annual Christmas Party.

Major Citroën USA gatherings are also on again this year, including Citroëns at Carlisle and Rendezvous in Saratoga Springs, NY. So whether you are able to get together with us locally in the Toronto area, make the trek to a major US event, or just relax and read about it all in CITROËNVIE, we hope that you will feel a sense of camaraderie and enjoy the information we provide.

Finally we'd like to extend our best wishes for the Holiday Season, and very pleasant Citroën driving throughout a Happy New Year!.

- George Dyke & John McCulloch



Information with Elegance



www.citroenvie.com

Removing Lock Barrel from Trunk Lock, Citroën SM

by Michael Lippig

After dismantling the door docks and removing their lock barrels in preparation for chrome plating, we are moving on to the trunk lock. As before, we do not cover the removal from the car, which luckily is quite easy. Another reason one may have for this job is to repair a non-working lock or rekey it.

We are starting from what you see on the bench in fig 1 below. The job itself is very straightforward, but has agonizing elements and complications! That can cause a lot of frustration and many hours of waste plus the loss of the lock unit. With this guide, you should be able to avoid these headaches or at least know what to do if you encounter them.

Figure 1. Two trunk locks from front and rear vantage points.



1.0 Tools needed:

1. O-ring pick with fine tip
2. Vise
3. Hacksaw
4. PB Blaster or Kroil
5. Degreaser
6. Workplace light; magnifying glass
7. Needle-nose pliers
8. 1/4" drive socket, ~13mm (should bear on the perimeter of lock barrel face)
9. Hammer (small)

2.0 Work Steps:

- 2.1. About a day in advance of starting the disassembly, degrease the lock and submerge it in a suitable degreaser like mineral spirits, diesel, alcohol or gasoline. The object is to loosen up 40 years of accumulated dirt and corrosion that may act as a "glue". They are also the reasons this job maybe taking hours rather than minutes as well as causing severe frustration. This process does NOT require a key, but having the right one is a plus. Cleaning is very important and key to the removal (pun intended). I would recommend one or more of the following cleaning alternatives as needed:

1. Immerse lock housing in mineral spirit degreaser for 12 hours or longer. There is nothing that will spoil inside, unless your degreaser is very caustic.
2. Soak in PB Blaster or Kroil oil for a long time (8 hours).
3. Boil in water, for 5-10 minutes, then immerse in cold water, repeat.
4. I DO NOT recommend heating the lock unit using a flame, such as a propane torch, as the pot metal the housing is made of has a low melting point and it is hard to know how hot you are getting it. I know this because in my haste and frustration of trying to remove the lock barrel, I exceeded this temperature and deformed the lock housing beyond salvage!



Figure 2. Soaking lock in PB Blaster for 8 hours.

- 2.2. To remove the lock barrel from the housing, first remove the retaining spring, just barely wider than the wire diameter of the clip. Because of this design and exposure to dirt and corrosion, it is hard to remove.

To remove the retaining clip, we must first enlarge the recess to get our pick's point under the clip. We facilitate this by cutting a parallel recess as close to the original one as we can. For this job, we will use a trusty hacksaw, keen aim and a steady hand. Don't worry; it is easier done than pondered, as the metal is soft as butter. Clamp the barrel firmly in a vise (use jaw liners to protect the surface) with the flat sides facing the jaws. On the center of the rounded part of the housing, place your thumbnail beside the existing clip. Place the hacksaw blade next to (parallel to) your nail and get your cut started with the hacksaw. Remove your nail "guide" and continue a few more strokes with the hacksaw. You want to go as deep or slightly deeper than the current recess (see fig 3) to allow you to insert your o-ring pick under the clip.

Proceed with caution if your clip is heavily corroded on the ends! The clip is shaped like a "C" with serifs, (those little strokes at the ends of the letter). It is the "serifs" that lock the barrel in place and you do not want to break them off in place, as that would lock the barrel in place. Where you have

enlarged the recess, carefully lift and release the end of the clip making sure the serif comes to a rest outside the recess within 1/4" of its hole. Now slide the pick under the clip until you get to the other end without lifting / moving the clip more than necessary. Gently lift up the other end of the clip and let it rest outside of the recess. Grab the clip with needle-nose pliers and remove it. If you get the first "serif" too far removed from its original location, the geometry of the clip, puts more tension on the remaining serif, making it harder to extract.



Figure 3.
The recess enlarged with a hacksaw in preparation for removing retaining clip.

- 2.3. With the clip removed, it is time to try removing the barrel. Insert the end of your o-ring pick into the slot where the key normally goes. Make sure the gauge of the pick is not too large, or you risk damaging the "eyelid" of the lock or the edge of the faceplate around it. The idea is to try and grab one of the lock's tumbler slots (see fig 4). With the pick in place, pull the lock barrel out of the housing. If you have prepared well and have luck on your side, it will come right out.
- 2.4. If not, we have to escalate. Try pulling then pushing on the pick. Then turn the pick 180 degrees and repeat. The idea is to work the barrel back and forth axially and radially to free it from the hold of the grit and corrosion inside.
- 2.5. If that does not work, we go to level 2 torture. Remove the lock pick and clamp the housing in a vise or with the outside collar resting against the jaws or simply on the workbench, lock slit facing up. Now find a socket which, when placed on the lock, bears only on the edge of the lock barrel. This is important. If you pick a socket that is too small, you will deform the face of the lock barrel. Mine was a 13 mm, but sizes differ so find your perfect fit. Place the socket on the face of the lock barrel, carefully aligned with the edges. Give it a

couple of small blows with a lightweight hammer. Again, we are trying to break the dirt/corrosion bond between the lock barrel and the housing. Now try the o-ring pick and the rocking back and forth again. If you continue to have trouble, you may also try boiling the barrel in hot water again.

- 2.6. Eventually, you will prevail in this game. When you do, the barrel comes out and the picture below will probably show similarities with your lock (fig 4)



Figure 4. Lock barrel and housing with lots of crud and possible corrosion. Note the o-ring pick point inserted into the barrel in one of the tumbler slots.



Figure 5. Compare dirty vs clean lock. The clean one (right) ejected its barrel without a fight, whilst the dirty one (left) only yielded after applying all the tricks in this article.

continued on page 9...



Removing Lock Barrel from Door Handle, Citroën SM

by Michael Lippig

To refinish pitted pot metal door handles, you need to first strip them down. While most of the disassembly is obvious, the lock barrel removal is not. That is until now, with this pictorial guide, you will have them out before you can say "pop goes the weasel"



Figure 1. A pitted 1972 Citroën SM door handle with integrated lock.

While removing the door handles from the door is an ordeal, this procedure is not covered here. Instead we start with the lock on the workbench as pictured. It is good to know that this process works whether or not you have the correct key for your locks.

Tools needed:

1. A pointed object with fine tip, such as an o-ring pick
2. A flat blade screwdriver, 1/4" or so blade width.
3. A Citroën door key. Keys from a variety of models work, as long as you can insert it into the lock without force, you are fine.
4. A spacer piece to put under the lock to allow the barrel to be driven out most of the way. A 1/2-1" high square or rectangular piece that allow you to steady the lock on top is ideal. If you cannot find one, a bench top vise or two 2-3" long wood pieces 1/2 -1' tall will do fine.
5. A good work light that you can position in different ways will save you from cursing.
6. If you don't have 20-20 vision, a magnifier or equivalent visual aid is also a great help.

Work Steps:

1. Clean and degrease the door handle well. It is important that

you remove as much of the factory grease as you can. After nearly 40 years it can be stiff and caked on. Be patient, you need to get it out, as the parts we are trying to work with are less than 1/32" in size. While not necessary, stripping the swing part of the handle may be helpful. And if you are going to do it anyway, I would do that first.

3. Before we continue, you need to understand what keeps the barrel in the handle housing. Fig 2 below is a picture of the lock barrel from one side with a key inserted. What looks like little bands across are the lock tumblers, responsible for the magic of opening the lock with the right key. There are 6 of them inserted into the lock and they are held in place by the key when the barrel is out of its housing. Thus if you remove the key, they may come tumbling out (pun intended) and may get lost in your garage or work area, so be careful.
4. The last band (fig 2) toward the top of the lock where the point is, is a special tumbler whose only function is to keep the barrel in the housing.



Figure 2. Lock barrel from front with tumblers and key inserted to show retention tumbler.

It does so by protruding outside the barrel to one side or another above a recess in the housing (fig 3). Let's call the recess, which looks like a collar from above, the retention collar to be consistent.

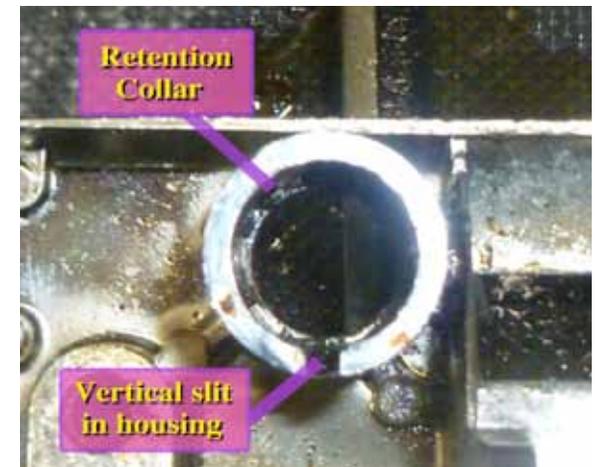


Figure 3. The retention tumbler protrudes from the lock barrel above the retention collar when the barrel is in the housing, working together to keep the barrel in place.

In the next picture (fig 4), taken of an assembled lock from the side where the vertical slit in the housing is, you can barely see the retention tumbler.

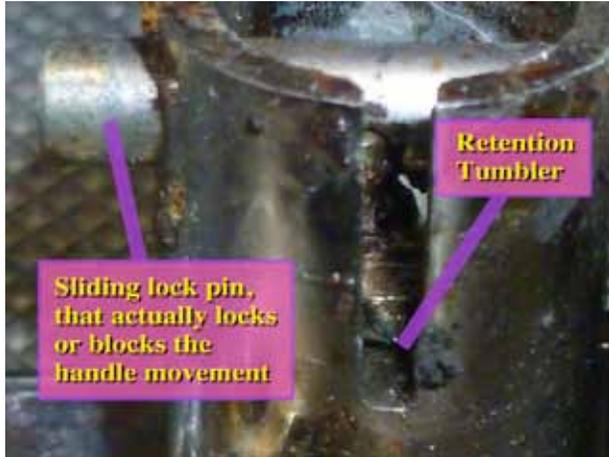


Figure 4. Vertical slit in the housing showing the retention tumbler holding the barrel in the housing. The picture actually shows the tumbler being pressed in too far, thus making it protrude and lock the barrel on the opposite side. In such a case, you need to poke it back into the center from the opposite side, a much harder task given the lack of access and visibility.

5. Your mission, should you choose to accept it, is to center that retention tumbler in the lock barrel while simultaneously pushing the lock barrel out of the housing.
6. To remove the barrel, proceed as follows. Place lock upside-down on the work bench over the spacer, in such a position that work light and any visual aid illuminates the vertical slit and the edge of the retention tumbler. With the screw driver within easy reach, use the edge of the o-ring pick to push in the retention tumbler so it is flush with the outside edge of the barrel. Be careful not to push too far, or the tumbler will protrude on the other side, which is much harder to access. (I'm guessing the tumbler was spring loaded from the factory to only protrude to one side, hence only one slit. However stiff grease and weak or broken spring or mechanical damage may make it stick.)
7. With the tumbler in this position, carefully place the blade of the screwdriver against the back of the lock barrel beside the sliding lock pin, inside the circular housing. Then push gently but firmly on the barrel to release it from the housing. You may be wholly or partially successful. If the barrel gets stuck part of the way, do not push hard with the screwdriver. You may damage the tiny tumblers. Instead, insert the key, which only has to insert without force. It does not have to open the lock. Then proceed to turn the barrel in the housing with the key while also pulling slightly. This action should free the barrel without damage to the tumblers.
8. Once the barrel is out, carefully clean it in a pot or glass jar where parts cannot get lost and the cleaning liquid is clean enough to keep track of them. Once clean and dry, wrap the barrel with tape and mark with location for assembly.

Tell the chrome shop not to plate too thick so as to interfere with the swing action of the handle or to build plating in the barrel housing so as to hinder proper lock function. Mine had 10.15-11.15 mm inside diameter.

When the time comes to assemble, use graphite powder or other type of drying lubricant like Teflon spray to lubricate the tumblers. That will aid in keeping the lock working in cold weather and prevent oil stains on your clothes from the key.

Congrats, you did it!



Figure 5. A set of GS / Merak door handles, fresh from the chrome shop.



Removing Lock Barrel from Trunk Lock, Citroën SM - continued from page 7

- 2.7. Once you have removed the barrel, clean it (and the housing) in a see through container with gasoline, alcohol, mineral spirits or similar to prevent any of the small parts from getting lost. If you are sending the housing to a chrome-shop for re-plating, record and communicate the inner diameter to the shop to help them prevent over plating (see fig 5).



2012 CITROENVIE Fall Tour of Kentucky

by George Dyke

Living in central Kentucky and owning, repairing and restoring Citroëns there, particularly SMs, David Hume of Excelsior Motors has organized a few events in the past few decades that have been weekend driving tours of the local region. They have included a trip southwest to Nashville to take in the smorgasbord of eclectic cars at the Lane Motor museum.

Once again this year Dave and his wife Shelby put together a lovely weekend event. The weather couldn't have been nicer for our gathering that started on Friday afternoon September 14. We met at Dave's shop and saw some of his SM and DS projects in various stages of completion. Dave had just finished work on a customer's car from New York, a blue SM with a beautiful tobacco colored leather interior. It was a fuel injection model. The engine bay was pristine. And what really capped it off were 4 rare and perfect resin wheels that sported new Michelin 205 x 15 XWX radials.



Those attending included; John Maddock, Dave and Jamie Burnham, Russ Theus and his friend Debbie, Pierre Quenneville, George Klein, Karen Tuerk, Steve Curlee, Til Stürmer and Renata, Jeff Teerlinck, Angus MacDougald and Kay McInnes, Ed Grant and his friend Cliff, Alex Schuren and his son Eric, Walter Chem, Erik Langman, Ronny Kienhuis, Lloyd McBride, Shannon Arnold, my wife Marijke and me.

That evening we all went down the road from Dave's on Old Frankfort Pike to Wallace Station Restaurant for a casual dinner and to relax on their outdoor deck. The entire area is a picture postcard of horse farms. Old Frankfort Pike, like many roads in the region is a challenge to drive! It's narrow and tree lined. Often the edge of the road gives way to a ditch or a stone wall. In the SM in particular this keeps you on your toes, putting you in sync with Citroën's amazing engineering, while driving for the purpose it was intended.

We returned to Dave's for more conversation about cars and a little wine tasting before returning to our hotel for the night.

On Saturday morning we met back at Dave's, took a group picture and then departed for a trek along more winding roads to our first stop, the Wild Turkey Distillery. There we took a tour to see how annual production of 12.8 million gallons of Bourbon and Rye Whiskey is achieved. We toured the vats, the tasting lab, and storage buildings where the

oak casks, charred on the inside are left to sit for years to add the flavor and colour that gives distinction to the brands they offer. It is an awesome operation. Of course we managed a tasting at the end of our tour. Nothing like a shot of fine Kentucky bourbon at 11 am when you only had a glass of orange juice for breakfast!



Solemnly waiting for the bourbon sacrament.



From there we made a concerted effort stay on the twisty roads as we headed over toward Harrodsburg. We had a lunch reservation at the Beaumont Inn, but since we were ahead of schedule by about 45 minutes, we stopped at a car show just outside Harrodsburg. Driving 8 SMs, 2 DS and 1 2CV into the show that had mostly North American classics on display, we were the show stoppers! Many people came over to find out what they were and we were happy to explain how different Citroëns are.



We then had a fabulous lunch at the Beaumont Inn, then took a short drive to Fort Harrodsburg, a full-scale replica of the fort, built by James Harrod in 1774. There we saw how those first settling the region lived almost 250 years ago.



From the Fort we departed on an other scenic drive that took us through more of the Kentucky countryside and river valleys ending up at David's in time for a Crêpe dinner served on site! We had a lovely relaxing time dining at the tables and enjoying the magnificent Citroëns that were parked about.

Sunday morning a few of us headed southwest to Nashville to visit the Lane Motor Museum. We go to see the the whole collection, including all that was in storage downstairs, not just the 150 or so cars that they rotate for display on the upper level. Lloyd McBride and Jeff Teerlinck were like kids in a candy store. Their enthusiasm quickly became contagious! We stayed until the museum closed and then headed towards home stopping just east of Louisville KY for the night. On Monday we travelled the rest of the way to Toronto. The ride back was kind of long because I travelled with Jeff and Lloyd who were in a 2CV. I had to throttle off power on the SM to allow the 2CV to stay in sight. But, that was a good excuse to ensure I didn't get a speeding ticket on I75!



2012 Fall CAC/Citroënvie Fall Outing – Saturday Sept. 29

- by George Dyke

Since The City of Toronto decided to dig up the street at our meeting location (my house), and so to avoid the mess and keep our beloved Citroëns clean, I decided the day before to change the start location to the community square at 'Shops at Don Mills' (at Lawrence Ave and Don Mills Rd). Smart move! We gathered there for 10 am and everyone enjoyed a coffee and croissant from the Aroma Café prior to starting our country road tour.



The route Roland Voegele and I mapped out took us through the winding Twyn Rivers Rd, just east of the Toronto Zoo in Rouge Valley. Then north of the urban sprawl of Pickering and Ajax to Oak Ridges Moraine. We turned off Lakeridge Road at Townline Rd to take in some of the gorgeous backroads (all paved). Ashburn Rd was particularly nice, winding by horse farms and some lovely country estates. By 12:30 we had arrived at the town of Uxbridge where we had scheduled a lunch stop at Mc Grady's Pub & Grill. We also met up with Barry and Anna Evans who joined us traveling north from Bowmanville in their 2CV.



After a relaxing 90 minute meal, we continued up to the south shore of Lake Simcoe taking the scenic shore road over to Keswick.



Our final stop of the scenic portion led Lloyd McBride to discover he had developed a LHS leak in his 1960 ID19. After careful consideration and a pool of red fluid that had emanated from the lower left side of the engine (where the hydraulic pump and accumulator are located on early D models), it was determined that the only way the ID was going back to Toronto was on a flatbed. So we called CAA and relaxed for another 90 minutes as we awaited its arrival. As the scenic drive was essentially over anyway, many said their farewells and left taking various routes home while Jeff Teerlinck, Jim Sciberas, Ken Deal, Roland Voegele and I waited with Lloyd and Romeo (Lloyd's laid back bull terrier) to assist getting the car on the flatbed. Turned out that the tow truck driver had plenty of experience with cars hunkered down to the ground and getting the ID on the flatbed was really quite easy.



Since Lloyd lives in Brantford, Jeff offered to stash the ID in his driveway in Toronto so our Citroën mechanic (Bernard Laborde) whom Jeff had managed to contact by phone, could stop by on Sunday and try to get the leak sorted out. Jeff graciously offered to put Lloyd up for the night at his place. And Romeo had an exciting evening because he got to be a surprise house guest for Jeff's cat who was none too pleased to surrender its territory.

Even the breakdown didn't really detract from a wonderful day of taking in the autumn colours and some wonderful scenery. Bernard was able to fix the ID on Sunday and Lloyd eventually made it home safe and sound.



Yorkshire 15th ICCCR Gets Well Deserved Recognition

The 15th ICCCR, which was held in Harrogate, Yorkshire on 9th-12th August 2012, received the prestigious award of "Event of the Year" by Classics and Sports Car Magazine.

The award was accepted at the awards ceremony by Mark Dunmore (2CVGB), Nigel Wild (CCC) and Mick Popka (TOC).

Nigel publicly thanked all of the volunteers from the three clubs who had worked tirelessly to make the event a resounding success.



Final Figures for 15th ICCCR: Vehicles - 2,534 Participants - 4,888



Kudos to Renault!

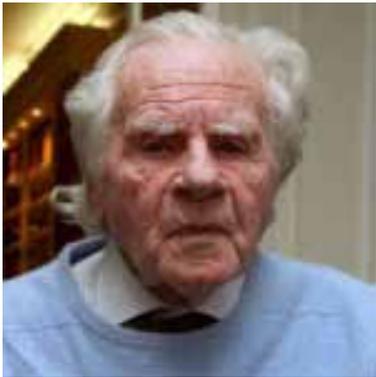
Renault has recently launched a dedicated website to bring together the hundreds of Clubs dedicated to the marque, and to provide background information about the company's products through the years.

Wouldn't it be nice if Citroën did the same?

Citroën had a portion of its corporate site dedicated to its heritage a few years ago, but alas that disappeared when it was redesigned to market their push toward "Creative Technology".



Death of Citroën's Mehari Visionary - Roland de la Poype



Citroën Mehari godfather Roland de la Poype passed away on October 23, 2012 in Saint-Tropez, France. A decorated fighter pilot in World War II – he went on after the war to become a visionary, in plastics, realizing that they would have a pioneering role in society. He founded and led the "Société d'Etudes et d'Applications du Plastique" (SEAP) in May 1947. Besides the development of disposable packaging (such as the famous "Berlingot DOP", a single-dose translucent packaging for shampoo from L'Oreal, he also found other suitable packaging methods for liquid and

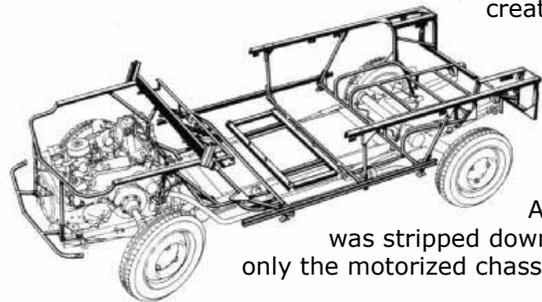
other materials. His visionary and creative spirit led to more companies being founded and acquisitions building an empire for packaging materials and technologies that made him one of the most outstanding and important industrialists of the 20th Century.

It was de la Poype's expertise in plastics that led him to the development of a novel vehicle: the Mehari. It all started with the introduction of a completely new, molded thermoplastic and very sturdy plastic, commonly known as "ABS" (acrylonitrile-butadiene-styrene copolymer). De la Poype commissioned Jean-Louis Barrault for the design and Jean Darpin for assembly of the first prototype.



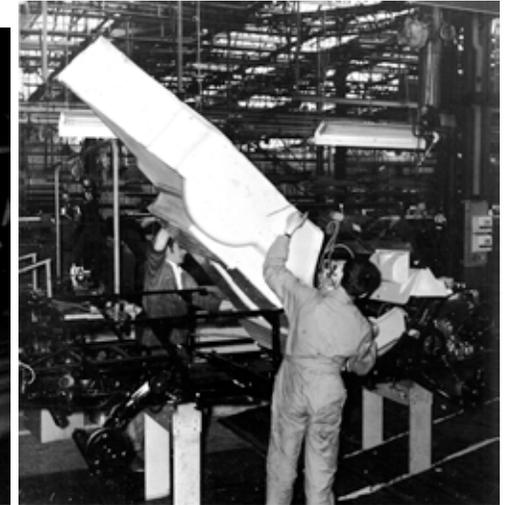
First conceived as a kit to be built on the chassis of the Renault 4, the Renault was quickly abandoned because the upright radiator and fan would

create too high a center of gravity that would affect the stability of the ABS, a challenge which could not be met in that era using existing production processes. So a smaller chassis needed to be found.



An old Citroën 2CV AZU type van was stripped down, the housing removed so that only the motorized chassis with 425ccm and 16 DIN hp

remained. The project started by creating master shapes made of cardboard. These served as the initial basis for the subsequently formed injection molds. A metal grid frame was mounted onto the 2CV chassis to serve as the mounting basis for the ABS body consisting of 10 large ABS parts which were initially screwed to the frame. (Later on, rivets replaced the screws).



The first prototype was operational around the summer of 1967. It became quickly apparent that the use of smooth surfaced ABS parts did not have sufficient stability. In addition, they wobbled and vibrated massively during initial test rides. Another prototype was developed, with ribbing incorporated into the panels. (The same strengthening technique used by Citroën to ensure panel strength in the H van). The second prototype was presented to the director and senior management of Automobiles Citroën in autumn 1967 at the Quai de Javel headquarters.

Pierre Bercot, General Director of Citroën was quite enthusiastic about this new model and saw a market for it in the low-end commercial utility vehicle segment. Initially baptized by de la Poype as "Donkey" ("âne"), the car was marketed under the name "Mehari" and officially debuted as "Dyane 6 Mehari". Mehari is a legendary special breed of camel used by the nomadic Berber people of the North African Sahara desert.

It was felt that Mehari – a dromedary – was suitable for the car's denomination because it embodied both the utility and the funny-friendly look of the car and symbolized its simplicity and endurance... Since ABS can be infused with color, new colors were introduced to the market: Rouge Hopi, Vert Tibesti, Vert Montana, Orange Kirghiz, Beige Kalahari, Beige Hoggar, Jaune Atacama and Blanc et bleu (Azur). Though color fading proved to be the one thing that was lacklustre about the Mehari, and most we see today, if not badly faded, have been repainted with paint applied to the surface.



2CVs Forever Banned in Paris?

As if the French don't have enough problems at home these days, Paris mayor Bertrand Delanoë, the man behind the popular Velib' bike-rental scheme but who has been accused of turning the City of Lights into a playground for the rich, has introduced a proposal to ban pre-1997 cars from the city centre.

The law is intended to hit gas-guzzlers, but if it goes through, some of the most famous cars in French motoring history would be banned from Paris including the DS, 2CV, Traction Avant - virtually every classic Citroën! "This is for our citizens. It's a public health battle and we've been fighting since 2001 to try and make the air here more breathable," the left-wing mayor told councillors in Paris.

Claude Fauconnier, vice-president of the French Friends of the 2CV Club, called the measure "another harebrained idea" to please ecologists and wealthy Parisians, that ignores the day-to-day reality of the less-well-off. "If you're driving a 17-year-old car there's usually a reason and it's certainly not for fun," he told Reuters. "It's often people struggling to make ends meet at the end of month and they're the ones who can't afford a modern car."

The proposal, which needs government endorsement and will be submitted to a ministerial council in January, would outlaw cars built before 1997 from the city and nearby suburbs from 2014. The Paris Town Hall's press office said about 365,000 cars would be affected and pre-'97 models were chosen



because that was the year strict anti-pollution rules took effect in Europe.

Delanoë has been fighting for more than a decade to cut pollution in Paris and says his efforts - ranging from more road lanes for buses and bikes and wider pavements - have cut traffic by 25 percent and greenhouse gas emissions by 9 percent.

The Velib' bicycle renting scheme was followed up with a similar Autolib' car-hire scheme, and, more recently, by plans to close off part of the city's riverside expressways to traffic and turn them into pedestrian boulevards.

If accepted, the proposals also would ban trucks that are more than 18 years old, and motor-bikes built before 2002.

Other ideas include cutting the speed limit on the busy ring road around Paris and introducing a congestion charge, or eco-

tax, for trucks passing through the city.

Paris would not be the first city to ban old clunkers from its streets. The Indian city of Calcutta ordered cars older than 15 years off its roads in 2008. And major cities in Germany have also attempted to put restrictions on older cars.

Hopefully those of us that own Citroëns will left alone to enjoy our cars as most are only occasional drivers and by taking them out in public we contribute to a sense of art and culture in our communities.



Anybody Tired of Auto Regulations?



Tune your google search to follow a new bill going before the Florida state legislators requiring all persons selling tires to disclose the age of the tire and no tires older than 6 years can be sold.

At first thought it sounds good, but if you take a look at the n.o.s (properly packaged) tires that are being sold for use on vintage cars, it is not good for the collector. For one

thing, many of our cars are carefully stored so that dry rot and other aging factors in tires are greatly reduced. The other thing to consider is that most of us drive our cars with great care. They are not subjected to the stress and wear and tear of tires put on a daily driver automobile. Changing out perfectly good tires every 6 years is not practical nor is it needed.

We should all be aware that it may be something that could gain momentum. Proper legislation to exempt properly maintained tires (ie-wrapped at purchase) could be an option. Whatever, thought should be given to being ahead of any attempt to legislate this commodity.



New SM Windshields Available (for now...)



Having had a rock smash into his SM windshield just outside New York City on the way to the Fall CITROËNVIE Kentucky Fall Outing, Ronny Kienhuis (pictured above) wrote us to say that if anyone needs a SM windshield Pilkington Glass in the US has just received 8 tinted ones. Fortunately Ronny was able to still drive his SM and enjoy the trip, but he has ordered one as have at least 2 other people. They are \$585.00 US + shipping and tax. SM windshields are often very hard to get and expensive so if you'd like to snag one that's in stock and affordable, call Randi at 1-800-848-1351. 

Notes on D Alternator Failure Article in Last Issue

by Ken Betsh (kenpolly3@aol.com)

Several thoughts have come to my mind since writing the article for the last issue regarding a D-model alternator diode failure. First is that one or more "leaky" diodes in the off state most likely will not prevent battery charging when the engine is running. If the car is driven daily, or almost daily, the resulting battery discharge will not prevent starting and the driver may not be aware of any problem. However, if the diode leakage current is enough to keep the warning light relay coil energized all the time, the yellow warning light on the dashboard will not come on when the ignition switch is turned on (but the red warning lights will still come on). This will cause a starting problem for D-models with Citromatic. My simplified schematic diagram does not show that the starter switch circuit gets its ground through the same relay contact controlling the light. I assume this is so that the starter cannot be accidentally re-engaged once the engine is running. The result is if the warning light relay stays closed because of alternator diode leakage, a Citromatic D-model cannot be started in the normal manner.

The relay with a green plastic cover attached to the battery hold-down bracket on most D-models operates the electric auxiliary radiator fan, not the air-horn pump.

Diodes used in Citroën alternators are, as far as I know, just like those use in most other alternators. Three of the six used are of opposite polarity to, and not interchangeable with, the other three. I'm preparing an article about removing an alternator for the next Citroën and can e-mail a copy to those who can't wait. The D-Book has a comprehensive article about repairing an alternator once it's off the car. 

Our 2013 CITROËNVIE Calendar is available!

You can order yours for \$15 each +shipping. Best of all, one is FREE if you are a full CITROËNVIE member.

Join CITROËNVIE today!

www.citroenvie.com



Did you know you can pay for CITROËNVIE via credit card - whether or not you have a PayPal account?

Some people have expressed concern paying us through PayPal.

They would prefer to pay by credit card. That's no problem.

We can send you an invoice from PayPal that you can pay with credit card rather than having the transaction go through PayPal.

Just let us know what it is you would like to buy; online subscription, full membership, additional calendars or any of our cool merchandise items.

We'll prepare an itemized invoice that you can pay by credit card.

Now being a part of CITROËNVIE couldn't be easier!

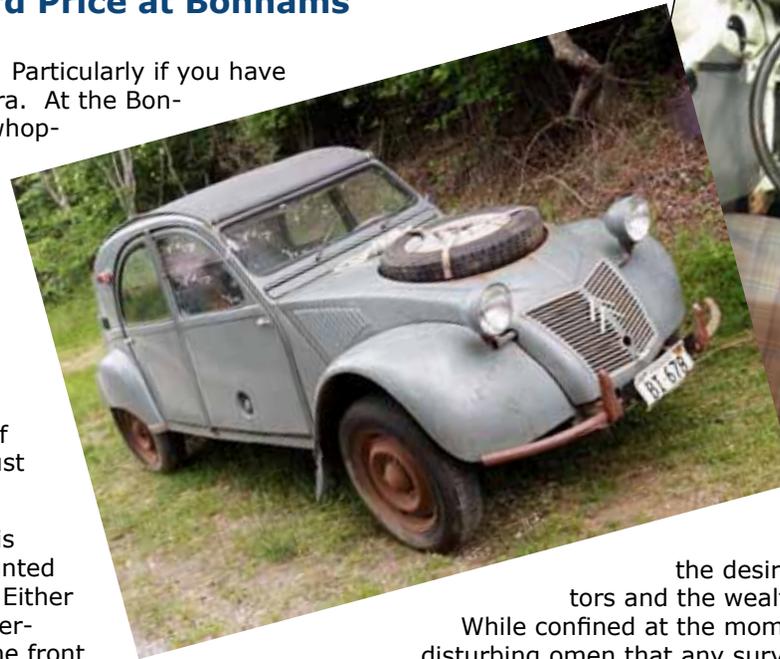
2CV Sahara Sets Record Price at Bonhams

2CV's are going for crazy money these days. Particularly if you have a rare one such as the 8-last ever built Sahara. At the Bonhams auction in October this one sold for a whopping \$142,500.00 US (incl. premium) – a price rather unthinkable just a few years ago.

This 6,000 kilometer Sahara was originally sold in July 1965 to Alexander du Pont, and was used for ten years running about the grounds of the family estate on Block Island, off the coast of Rhode Island. It was just recently brought back to light. As nice and original as it is, \$143K is an insane amount of money. Especially when the car has visible rust and sports original tires from 1965.

Built from December 1960-1971 the Sahara is equipped with two 425cc engines; - one mounted in front (as usual) and the other in the rear. Either engine can run independently or both can operate concurrently, - the front engine driving the front wheels and the rear engine the rear wheels. There are two complete gearboxes, one attached to each engine. Gears are changed through an ingenious shifter mechanism for both front and rear wheel drive. Only 694 Saharas were produced.

What's sad from the perspective of the vast majority of 2CV enthusiasts, is



that 2CVs have become the desired objects of financial speculators and the wealthy with near limitless purchasing power. While confined at the moment to niche variants like the Sahara, it sets a disturbing omen that any survivors may no longer be affordable for those on a budget who just want cheap and cheerful transportation.

We can't help but wonder if the buyer of the Sahara will find himself in the same boat as the rest of us, being prevented from driving his vintage car around Paris. After spending that kind of money probably a Paris fine is pittance to pay for the pleasure!



A sign of Citroën in North America (well sort of...)

Alicia Mathis wrote to tell us of this Citroën sign she spotted on a recent trip to Montréal. The address is 4017 Rue St Denis, H2W 2M4. (at the corner of Duluth.)

Eurocar has their North American office at this location. Eurocar will rent you a brand new Citroën if you are visiting Europe, flying into a major city like Paris. You rent the car from them and then return it to Citroën.

Since you can't import it to North America once you're done, Citroën sells it as pre-owned vehicle though a program they offer in France.



CAC 2012 Pool Party – A Sun & Fun Food Music Fest!

by George Dyke

Yet another fantastic pool party this year! Frances and Ken McGuinness put on an amazing event on August 26 at their home in Etobicoke. Generous portions of delicious food were served along with live music from our favourite band Tropical Daze.



We kicked things off at 1:00 pm and the party went into the early evening! The weather couldn't have been better! We had a great turnout, with visitors from as far away as Belgium (Jeff Teerlinck's parents), and Denise and Sam Hollman coming all the way from Ottawa in their Citroën CX.

As has become customary, George Dyke gave hair-raising Méhari rides around the neighborhood. Even the Dare Devil pensioner neighbours came back with huge smiles etched across their faces.





Thanks go to Frances and Ken once again for all their efforts in hosting this terrific summerfest event.

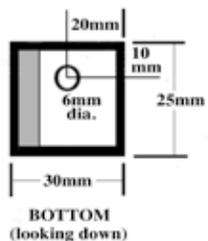
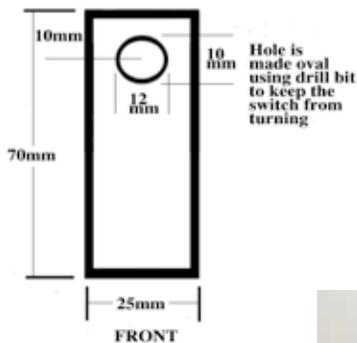
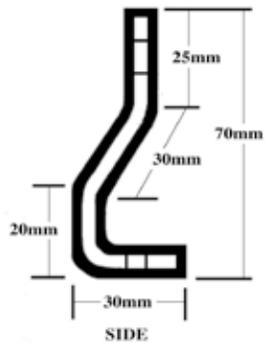


Back Up In Style Dept:

by L. Lewis

Want to have a working reversing light on your Traction? It's not hard to do.

You will need a suitable light or lights for the rear. I bought a nice Marchal type 520 light at Beaulieu which is a universal-type unit and can be used for almost any small external lighting purpose. I first saw one on a 15-6 at Saratoga and thought that was just the thing! You will need a switch made by Cole Hersee, number 91105-BX which is best found at a local car parts store as the numbskulls that work at the chain stores won't have a clue. With tax it was around \$20. The switch is sealed in rubber and is meant to be used "out in the weather." You'll need a 6-volt horn relay which if not found new at said local car parts store or old car flea market can be found on ebay for \$15. You could do it without the relay if you want because how often will the light be on? A bracket for the switch must be fashioned using some 1" wide flat steel. The diagram here shows you how to bend it and how the holes must be drilled. I had this steel for some forgotten reason and found it and cut a piece and bent it exactly like so. Once that was done it was quick work with a grinder, wire wheel, primer and paint.



above right: bracket with switch mounted

lower right: showing it off to Vera (the cat)



Power is fed from any (preferably keyed) source to the relay, then from there to the light. If you are going without a relay, power to the switch, then to the light. Not much to it. The relay works by grounding so the switch is fed from the ground terminal of the relay to a ground at any good spot.

And that's about it. That light looks nice, doesn't it?

The bracket is fastened by removing the lower left bolt of the shift lever mount on the bulkhead of the car. Remove the bolt, install the bracket and bolt it down. Insert the switch so that it's worked by the reverse lever moving forward. The bracket is made to not affect the shifting at all and to get the full travel of the switch. You can use washers to put the switch at the best point if needed or bend the bracket.



above: bracket only

upper right: switch installed - off position

lower right: switch installed - on position



Citroëns Take Center Field at Wheels and Wings in Osceola, Wisconsin

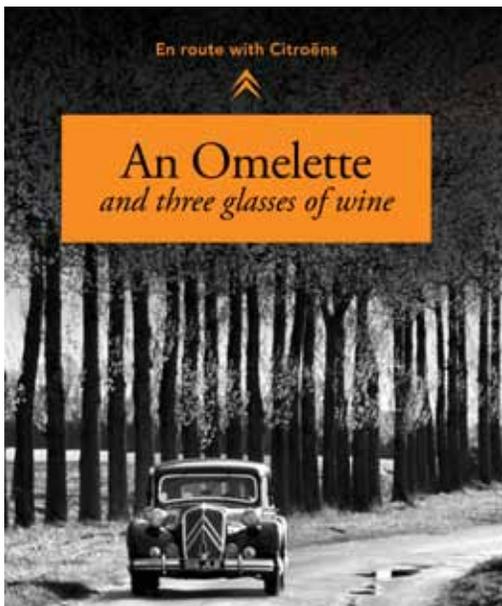


They bill it as "Food, Flying & Fun". The CitroWisc Midwest Citroen Owners Club each year makes a point of turning out for the car show. Held the first weekend after Labor Day, Michael Barone reports that this year's September 8 event had perfect weather and a grand time was had by the numerous Citroën folks that attended.

Joel Grover and Amy Thorpe won "Best French Car" of the Show for Joel's Traction Avant Commerciale.

Other notable attendees were:

- Mike Guanella and Susan Knoblauch - SM
- Dean Anderson - DS Safari, Series I
- Jack Shotton - DS Sedan
- Steve Williams - DS Sedan
- Herb Grika - 2CV Charleston
- Lise Schmidt - 2CV Special (red)
- Eric Fantin - DS Safari (Neil Schoenheider's car)
- Anna Wise - 2CV Special (white, Michael Barone's #2 car)
- Michael Barone - Maserati Indy
- Andy Lindberg & Linda Larson - CX Prestige (Michael Barone's gold car)



UK Citroën specialist Andrew Brodie has published a new book titled "An Omelette and Three Glasses of Wine". The 144 pages, 136 photos hardcover book was debuted at the 15th ICCCR in Yorkshire this past summer. It is a compilation of 8 outstanding road trips produced for various magazines over the past 20 years. The participants include world famous photographer Martyn Goddard, with words mainly by possibly the best motoring writer of his generation, Phillip Llewelin, and with contributions from Paul Horrell & Dale Drinnon.

You can preview its contents at: http://issuu.com/chris_worthington/docs/citroen-extracts

ISBN 978-0-9573441-0-5



Greetings from Vancouver! VannDerHoek & Gordon Boland sent us this photo of their DS taken at the Italian-French Car Show at Waterfront Park in North Vancouver. The show is Western Canada's largest display of Citroëns and Alfas and everything in between! Their DS is a true North American spec model with exposed sealed beam headlights. In Canada 1971 and 1972 DS and D-Special models came this way. Original ones are getting increasingly rare as many owners have made the switch to European turning headlights.



2012 Annual Gathering of the Ottawa Citroën Club

by Bob McLeod

The 13th annual gathering of the Ottawa Citroën Club took place on the weekend of July 20-22. This year at the Upper Canada Campground near Morrisburg Ontario. Attendees converged on the site from near and far; A steady stream of Citroëns of all shapes and sizes (that goes for



the owners too!). Cars arrived from three main directions; from the west (Toronto and Kingston), from the east (Montreal and the rest of la belle province), and from the north (Ottawa). Paul and



Lorraine Riccardi travelled from the south coming all the way from New Hampshire!

The selection of cars this year was interesting. In the early going, the most numerous single



above: Werner Siegrist, Sam Hollman, Jaro Dvorsky, Michel Landry and Michel Larouche.

left: Angus MacDougald and his raised-up SM.



model was the SM. It has been some time since we had seen so many of the

magnificent Maserati-powered masterpieces. We were graced by the cars of Stephane Palumbo, Monsieur Andre Ménard, Angus MacDougald, Werner Siegrist, and George Dyke.

Eventually normal order was restored, as the 2CVs began arriving. We have to assume it was the run down HWY 401 that delayed them. The eventual count was about 20 Citroëns, including 5 SMs, 2 DSs (including Michel Landry with his recently de-dented DS21), 2 XMs, one CX and the remainder various 2CV models. Some folks had what the French call "l'embarras du choix". For example, Ian Craib chose his 2CV Dolly (sporting a gorgeous new roof) over his DS21. Michel Larouche from Montreal chose the comfort of his XM over the performance of his 2CV (recently converted to a home-brewed fuel injection system).

We had a wonderful surprise just after lunch, when we saw Ruth Bryson drive onto the site. It was only a couple of weeks since many of us had attended the memorial service for Ruth's late husband Neil. Neil and Ruth have been among the most loyal and dogged participants in our gatherings for many years. The sight of their AK250 camionette "Titine" has long been a fixture of these events. Sadly, Titine stayed home this year, but it was wonderful to see Ruth, who made the trip from Wolfe Island just to say hello.

A little later, we formed up for an afternoon drive along historic Highway 2, which was the original route between Montreal and Toronto since the pioneer days. Eventually this outing brought us to the scenic Long Sault Parkway.

On our return to the campsite, it was time for the traditional Citroën Games. These games (formerly called the Citroën Olympics, until the IOC took offense) have been part of the Ottawa Club gatherings since 2001. They have seen all manner of nonsense, and this year was no exception. Bob McLeod, evil Games Designer and MC transported us back to Paris in 1925. We had the Eiffel Tower, resplendent in its famous Citroën illumination. Co-drivers had to attempt to toss a beret onto the top of the tower, from inside their cars, while the driver



above: Games Designer Bob McLeod.

left: Christian Thurler tosses Beret at the Eiffel Tower.

waited. Once successful, the driver took off to weave through a slalom and finally, working as a team, the co-driver shouted instructions as the driver tried to pop two of three red white and blue balloons, using only the passenger-side rear wheel. Thanks to some careful under-inflation of the balloons by Bob, this last phase provided nail-biting excitement. Spectators held their breath



above: Simon Walker gingerly reversed a 2CV multiple times to burst elusive balloons.



left: Mike Aubé in his Peugeot 203. as the balloons sometimes swelled out like potentially-lethal aneurysms, just refusing to pop. What a hoot!

When the shouting and cheering died down, some of the results had a familiar ring: in first place was the team of Jaro Dvorsky and George Dyke (in Jaro's 2CV); in second Stephane Palumbo and Christian Lavoie (SM); and in third Bruce Grant and Fabienne T (2CV). Jaro, George, and Fabienne are all multiple medal winners from years past. All three winning teams were able to choose their own prizes



George Dyke, Bob McLeod & Jaro Dvorsky



Christian Lavoie, Stephane Palumbo & Bob McLeod



Fabienne Thurler, Bruce Grant & Bob McLeod

from a large selection generously provided by 2CV MDL, the parts supply business run by Michel Larouche.

Historically the entries in the games have been dominated (sometimes exclusively) by 2CVs, but this year the field was nicely mixed, and included SM, DS, 2CV, and even Mike Aubé's Peugeot 203 pickup, which proved remarkably agile.

As part of a package deal with the campground, Saturday dinner was fully catered. And what a feast it was! A line of eager diners quickly formed, and soon plates were piled high with filet mignon of pork, roast potatoes, hot vegetables, and chilled salads. Due to the extreme drought conditions, we were not able to

have a campfire on Saturday night, but the group circulated among the various picnic tables arranged under a very handy permanent structure beside the show field. Conversation continued long into the night, with a few folks retiring along the way.

The group was about evenly split between those who chose to return home on Saturday night, and those who stayed on for Sunday. The folks who stayed were well rewarded with a wonderful breakfast on Sunday morning, again catered by the campground. Afterwards, the group headed out to Prehistoric World, a park with an amazing collection of life-sized dinosaur statues. Afterwards, folks said their good byes, and pointed their Citroëns towards home, looking forward to covering again next year!



Paul Riccardi chows down.



Subscribe Today

- Latest News
- Blog +RSS
- Event Info
- Resources
- Marketplace

www.citroenvie.com

Restoration Update on Lance and Michaela Hellman's Chapron (Part 3)

by Dave Burnham

At the 2012 Citroën Rendezvous this year we did a tech session on restorations, and used Lance and Michaela Hellman's Chapron on our frame rotisserie as an example of what goes into a restoration.

Restorations can be a huge complete comprehensive project, or they can be partial, including only smaller segments of a car. In the case of Hellman's Chapron, we deemed it necessary to do the whole car, because it had been off the road for over 30 years, and the frame of the car was in such bad shape.

In the case of this particular Chapron, we decided to restore the car and not preserve it. The restoration would be done to a high quality keeping in mind that it will be driven and absolutely must be reliable and enjoyable. In this car's case the frame was very bad, and that is what put it over the edge into restoration and not preservation. We had long discussions about the choice between replacing the frame versus repairing it. After researching our options we found we were able to get some original Citroën frame pieces and some very high quality restoration frame parts now being



made. Much of this car was in excellent shape – basically everything about two inches up from the bottom and the body was great – and this led us to the conclusion that we should restore the frame and not replace it. We also thought that this would make the car more original and valuable as time goes on.



It was decided to convert the car from an LHS2 (brake fluid) car to LHM mineral fluid. In general the consensus around the world is that this is a good thing and it should not bring the value of the car down. It will also make owning and maintaining the car much easier in the future since LHM is for the most part much easier to live with.

For this Chapron we ordered a birth certificate from Citroën, and we also were able to obtain the complete Chapron build history through André Pol. This is all great stuff to have as references when doing a historically accurate restoration.

At the Rendezvous tech session we talked about paint and colors. Fortunately the Hellman's Chapron had a nice original color which they seem to like and is different from most of the other Chaprons, so it will most likely have the original color.

In doing a restoration to the extent that we are doing with this car, you will find out many interesting things and this car was no exception. At some time in its life it was in a very hard front end crash. We found that the front frame horns and many items in the engine compartment on the front of the car had been replaced, and had Citroën original part number tags on them. You would not see this on the car directly from the factory, only on parts that were replaced later. Basically the bumper, valance, front transmission mount,

hood, radiator, and front fenders had been replaced with new or used parts.

Another interesting thing that all Chaprons have is a special four-digit number on each individual Chapron supplied part. These numbers are written in pencil, on masking tape in pen, or with some sort of crayon type marker. The numbers should all match, according to some people. Not all the numbers match on this car, but that is just an interesting fact. We have seen other

USA Chaprons with non-matching numbers and these were on cars that were known to be original Chaprons. The doors may have been replaced with new ones at one time on this car for instance and that may account for non-matching numbers on this car.

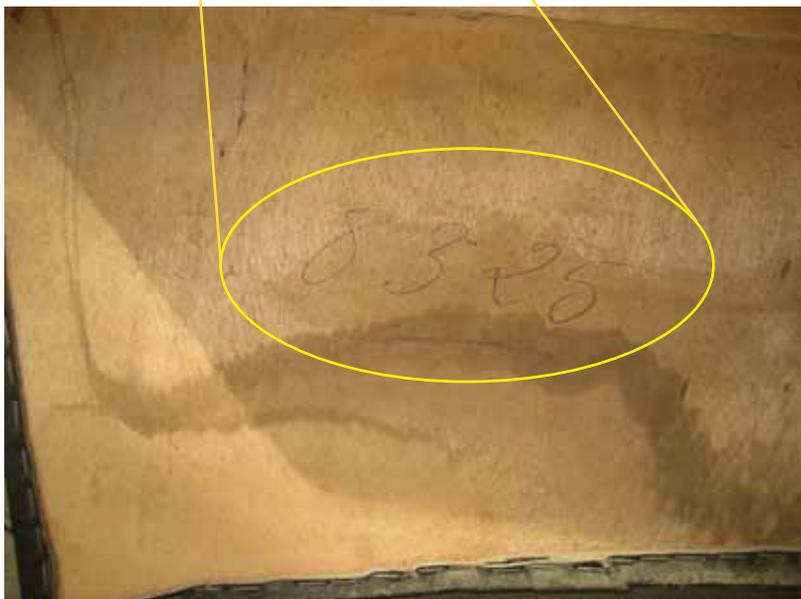
We photographed every part of the car as it came apart, especially noting these numbers but also for ease of reassembly. A photo is worth a thousand

words as they say. So all these interesting changes and repairs that had been done to the car over its life are documented.

The Hellman Chapron project shown at the Rendezvous in June 2012 has had a lot of work done on it. To date the car has been, documented, evaluated, disassembled, and many parts have been repaired or restored. The engine is rebuilt, over 200

parts have been powder coated, much of the hardware has been plated, about one third of the rust has been repaired on the chassis, the fuel tank has been coated, brakes rebuilt and many small items have been repaired or restored.

Originally we talked about doing the project over a one year period to have it ready for the 2013 Rendezvous but we have since stretched that out to a more manageable two to three year project. There is lots more to do and I am sure there will be future articles on this very interesting car.



What's New At Mother Corp.

Citroën Says a New 2CV is Coming!!

We've heard rumours of a new 2CV many times before, but this claim may have a bit more traction.

According to the French newspaper La Tribune on Oct 2, 2012, Citroën has officially stated that a successor to the iconic 2CV will reach production by the end of 2013. Citroën boss Frédéric Banzet has described the car as "simple, economical, modern, affordable". He suggests that the new model will emulate the original Deux Chevaux's spartan equipment levels and simple construction, but will not be marketed specifically as a low-cost model. More likely rival to Volkswagen's "Up" model and other entry level models from manufacturers pricing is expected to position the new car below the C3, which will also donate its platform for the job.

This low pricing will reportedly be aided by producing the new model in Citroën's Vigo plant in Spain, where labour costs are lower than in France. The new model is also said to disregard the look of the C Cactus concept revealed in 2007, or any retro links to the original 2CV, putting a question mark over what direction the styling will take. And it's unlikely to feature a hybrid drivetrain.

This 'non-retro' suggestion also precludes the styling of the 2CV-hinting 2009 Revolte concept (pictured below), which was used for



C Cactus concept



the basis of Citroën's more upmarket DS2 model.

The new 2CV is expected to appear at the Frankfurt Motor Show in September 2013,

with European sales beginning as early as 2014.

We can't help but wonder if Citroën is "too late to the party" with this direction. Other manufacturers such as Fiat, VW and BMW (with the Mini) have already capitalized on the retro small car offerings. And given the health of Peugeot these days, can Citroën make a viable profit on a low cost car being sold into an extremely competitive market? It may well take innovation and engineering as revolutionary as the original 2CV to pull it off.

DS3 Cabrio



Citroën's recent introduction of the DS3 Cabrio sparks the company's hopes that it will further fuel the success of their current DS line.

DS3 Cabrio can open or close its canvas roof in just 16 seconds, and at speeds of up to 74mph. The DS3

Cabrio adopts a canvas

roof which slides on rails to the rear. Operated by a ceiling console-mounted button, the roof can be adjusted into three positions – intermediate, horizontal and total – and is accompanied by an aerodynamic deflector to prevent air buffeting when completely retracted. The rear window and deflector tuck away into the trunk. There are three canvas roof choices; black, blue or DS Monogramme to complement the seven body colors.

Trunk space drops to 245 litres from 285, a very impressive concession that still permits adequate storage. By retaining a fixed side upper structure (à la 2CV), there is limited loss of rigidity and the weight gain is only 25 kg.

Interior space is identical to the hatchback's, with a 60/40 split-folding rear bench, white ambient lighting, acoustic damping (to the lining of the canvas roof), new upholstery including blue leather and colour-coded inserts.

Outside there are new 31 LED rear taillights with semi-reflecting mirrors in them to create a 3D-type effect.

Available engines are a turbo-charged 1.6-litre gas power plant and a 1.6-litre e-HDi diesel emitting just 99g/km of CO2.



CITROËNVIE

Wear the lifestyle

*Premium quality wet-wicker Golf Shirts with stitched logo
- \$ 48.00 ea.*



*Long Wearing T-shirts with stitched logo
- \$ 20.00 ea.*



Pre-payment required. Shipping charges apply. To order - contact John McCulloch: 905.844.8788 or jmcculloch8@cogeco.ca

Surf'n Cits

by George Dyke

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

Citroën web-surfing couldn't be easier! Want to find original paint colours? The history of a particular Citroën model? Wondering how to fix a Citroën or looking to take preventative maintenance? Look to our online profile guide as a comprehensive resource list containing the best information you are likely to find outside of original (printed) documentation. You will also find links to Citroën event sites and other clubs around the world. Experience how other Citroën lovers celebrate the marque with get-togethers, rallies and virtually anything else Citroënnesque.

Feature URL's:

The Creeper Track Society (based in Denmark) works continuously to collect information about Citroën Kégresse cars, and make it available to the world. Take a look at some of the historical photographs they list and download the Kégresse Register or many of the original Citroën Kégresse documents that they have compiled.



<http://kegresse.dk/index.php>

Larry Lewis brought this site to our attention. The company restores Citroëns and they are starting on a "SM plateau TISSIER - a flatbed hauler. The before shot is particularly telling!



<http://www.sm2a-automobiles.com/realisations-en-cours/sm-plateau-tissier.html>

Quentin Wilson of BBC's The Car's The Star presents an excellent, if short, documentary of the Citroën DS. We love the footage of the Paris Auto Show introduction showing the stage before the DS arrived.



<http://www.youtube.com/watch?v=1AjmLmG16Nw&feature=related>

We are pleased to post a link to the superb documentary "Louis Renault et André Citroën, la course du siècle". It profiles both men, how they became leading French industrialists, how they became arch rivals, and the tragic demise of both. It contains fascinating footage of both and of their factories at the start. This a must watch. View the full version in French at:



http://www.youtube.com/watch?v=vORrq1c_qBE

We did find the first 30 minutes with an English narration soundtrack at:

<http://vimeopro.com/francetvdistribution/renault-vs-citroen>



Marie France Winston made us aware of this video, taken in France about a guy going around a roundabout at 90 km in his 2CV. He got stopped by the police and given a speeding ticket with the mention that he was driving his car too fast and it was out of control. It is in French. Now, undeterred, in order to avoid another ticket in the future, the guy stops the engine and pushes the car through the roundabout. What a crazy driver!

<http://videos.tf1.fr/infos/2011/90-euros-d-amende-parce-que-sa-2cv-penche-6278083.html>

La nouvelle 2CV Spécial.

Jim Sciberas pointed out this video that introduced the 2CV Special to the market. You'll love the "white knuckle" 2CV handling demonstration toward the end.

<http://www.ina.fr/video/CAA7500566901/la-nouvelle-2cv-special.fr.html>



Here's a link to a cute French animation short on the history of the 2CV. Even though there are a few illustration errors, (like the spec brief for the purpose of the 2CV came from Pierre Michelin when it was actually Pierre Boulanger, showing an early 2CV hood opening on the top only and not with the sides attached, and a reference to a yellow and black late model 2CV as a Dolly and not a Charleston), for the most part it is accurate and it certainly is entertaining.



<http://videos.arte.tv/fr/videos/karambolage-emission-du-21-octobre-2012--7007446.html>



Business Services Ad Directory

Classic Motorcars International

Specializing in 2CV cars and parts:

- engines
- galvanized frames
- transmissions
- bodies
- suspension assemblies
- decklids
- hoods
- doors
- rims
- trim
- dash
- seats
- early 12hp NOS parts

All years, all models.

Erik deWidt.com tel: 301.829.2695 (MD)
cell: 347.268.6868

CITROËN ANDRÉ

Specializing in Citroën since 1974

Exclusive Citroën automobiles, spareparts, correct restorations, literature, automobilia, etc.
Worldwide shipping, containerizing, trucking
Brokerage
www.citroen-andre.com citroen@citroen-andre.com

André Poi Phone (+31) 165 505 919
Jochem Hendrikstraat 10 (+31) 165 505 741
4741 SK HOEVEN GSM (+31) 6 222 1958 2
The Netherlands Fax (+31) 165 505 334

2CV-Citro-Zengines

Custom high performance, high reliability
Engines, Transmissions, tools and more

“If your 2CV is broke and you’re not,
Call 757-258-3533
E-mail info@2cv-citro-zengines.com
Williamsburg, VA

**YOUR SOURCE FOR PEOPLE THAT
KNOW, PASSIONATELY CARE ABOUT
AND SUPPORT OUR CITROËN
ENTHUSIAST COMMUNITY.**



French Parts Service

17020 Sylvester Rd. SW., Normandy Park, WA 98166 USA
Phone (206) 242-4888 Fax (206) 242-1114
website: 2cvsource.com e-mail: info@2cvsource.com



Velosolex America, LLC
www.velosolexamerica.com

T: 201-863-7600 501 Kennedy Boulevard
F: 201 816-0423 North Bergen, NJ 07047
E: velo-solex@usa.net USA



(717) 691-8550
Fax (717) 691-8558
E-mail CITPARTS@aol.com
www.bradnaussauto.com

BRAD NAUSS AUTOMOTIVE

The Citroën Source for: TAV, ID, DS & SM Parts

BRADLEY NAUSS 30A West Allen Street
Mechanicsburg, PA 17055

Citraulics.com
Steve Hammond
CITROËN HYDRAULIC CARE & SERVICE
818.383.2286
steve@citraulics.com

EUROPE ENDLESS

Vintage European Auto Service



Sean Heenan
517-331-3139
1386 Adams St.
Dansville, Mi 48819

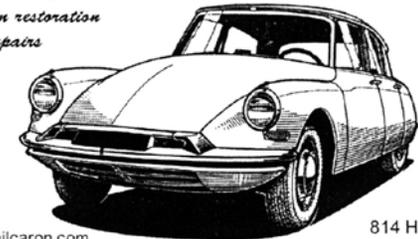
europeendlessauto@gmail.com



Phil Caron

203-230-5810

*Citroën restoration
and repairs*



phil@philcaron.com
www.philcaron.com

814 Hill Street
Hamden, CT 06514

FINISH LINE MOTORS 



Tony Gallo

140 Doughton Rd. Toronto Line: 416-661-4100
Concord, Ontario Fax: 905-761-0096
L4K 1R3 finishlinemotorsinc@bellnet.ca



**Parts for
Citroën
Renault
Peugeot**

Western Hemispheres

150 West Lake Ave. Watsonville, CA 95076
Phone :831-756-9347 Email: parts@westernhemispheres.com

Business Services Ad Directory

LANT INSURANCE BROKERS (A Division of Wayfarer Insurance Brokers Limited)

Canada's Leader In Collector Vehicle Insurance Since 1978

HAGERTY SILVER WHEEL PLAN

**Antique, Classic, Special Interest
and Modified/Street Rod
Automobile Insurance™**

37 Sandiford Drive, Suite 100, Stouffville, ON L4A 7X5
Tel: (905) 640-4111 • Fax: (905) 640-4450
www.lant-ins.ca

1-800-461-4099

LUC'S CAFÉ – RESTAURANT

PREFERE



3 Big Shop Lane Ridgefield CT 06877
Tel: (203) 894-8522 Fermé le Dimanche

**PROTECT YOUR CLASSIC CITROËN
WITH PARTS & SERVICES FROM
THESE TRUSTED SUPPLIERS.**

ZEHR

INSURANCE BROKERS LTD.

59 Huron Street
New Hamburg, Ontario
N3A 1K1

Jeremy Matheson
Specializing in Antique, Classic,
Special Interest Auto Insurance

Tel: (519) 662-1710
or 1-800-667-1802
Fax: (519) 662-2025
jmatheson@zehrinsurance.com



WE UNDERSTAND HOME ■ FARM ■ BUSINESS ■ AUTO

James (Jim) Bandy
CW04, USA (Ret.)

USA France Auto

French Car Parts Resourced
(Panhard, Delahaye, Salmson, Talbot)

Box 1409
Weston, WV 26452
Phone 304-269-1572
Fax 304-269-1573
email: usafranceauto@aol.com



2CV MDL enr.

Michel Larouche



Spécialiste 2cv, Méhari, Dyane
Pièces neuves et usagées
Réparations - Usinage ... Réparation de pompes HP
pour ID-DS-Tractions H.
Tél : 450-455-7624
Courriel : mdl2cv@yahoo.ca

NEQ : 2263573190

G & A AUTO SALES & SERVICE

Specializing in French car repairs - Citroën • Peugeot • Renault

www.gaauto.ca



613-535-2048

12343 COUNTY RD. 18, WILLIAMSBURG, ON K0C 2H0

Excelsior Motors Inc.

David C. Hume
Citroën SM Specialist

P.O. Box 4446
3775 Old Frankfort Pike
Midway, KY 40347 USA

Phone: 859-879-6170
Fax: 859-879-6377
Email:
excelsiormotorsinc@msn.com



Antique & Classic Auto Appraisal Service

"Trusted since 1980"

D. Dean Renwick
President

179 Berry Road, Suite B1
Toronto, Ontario, Canada M8Y 1W7
416-252-3983

www.AntiqueAndClassicAppraisal.com



Repairs
Parts

Dave Burnham

Restoration
Performance

CITROËN

Since 1985

559 Youngs Road
Delanson, NY 12053

518 875 6956

daveburnhamcitroen.com



EXPOSE YOURSELF

Place your business card
ad in CITROËNVIE !

Info: George Dyke
gdyke@sympatico.ca
416.498.5904

CLASSIFIED ADS



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



Deadline for Next Issue Ads: Mar. 1, 2013

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.
- Full page ads are available for \$75.00 per page per issue + applicable art charges. Save \$50.00 by committing to four full page ads, placed in consecutive issues, resulting in an annual rate of \$250.00.
- 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



1972 SM AUTO in good condition. Almost no rust. Paint fair to good. Back seat have to be redone but front in good condition. Runs good. Selling for health reasons. Call for more pictures and questions. Contact: Philippe Devingt Tel: 519-332-5329 or email: phdevingt@hotmail.com ON 11/12



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 -

\$12,500. Price \$10,500 CDN firm. Phone Rob 519.345.2184 email beechwood@cyg.net ON 9/11

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

1969½ DS-21 Pallas (bvh). Chassis number: 463800. California license plate number: 565 BSE. Fitted with air-conditioning.



Originally imported by Citroën's west coast headquarters in Los Angeles it first became a company car for Mr. Albert Bonfond (my father) who was the western USA Technical Manager for Citroën USA. After being driven some time by Mr. Bonfond the vehicle was sold in 1970 as a demonstrator to Desi Hensen, a Citroën employee who was Albert Bonfond's brother in

law. My uncle, Mr. Hensen, kept the car until 1986 when I purchased it for my wife upon our return to the US after residing abroad for several years.

My wife drove it until around 1992 when it was parked as it was starting to show its age both cosmetically and technically. I decided to start restoring the vehicle. Due to financial restraints at the time I stopped working on the car and it sat in the garage for approximately 10 years. Although I started working on it again it wasn't until around 2005 that I really started getting serious and spending time on resurrecting the vehicle. From that point I spent regular time working on the DS and it was completed in early 2011.

It has an original 133,094 miles at the time of this writing and 2,145 since the restoration was completed. It is in exceptional condition.



In 2011 it won "1st in Class" at Carmel Concourse on the Avenue.
Price: \$75,000.

Contact Richard Bonfond <rbonfond@yahoo.com> CA 12/12

1968 DS20 Break.

Florida car. 61,500 original miles. New paint. New headliner and carpeting. Seats very good condition. Turning headlights. Glass good. Good hydraulics and engine. Grey with white top. I've owned it for 15 years and have another so have to sell. AC not hooked up. \$20,500 US. Contact John. Tel: 716-860-4622 or 716-662-2235. NJ 12/12



Parts Wanted:

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

Parts For Sale:

George Klein - SM Determination

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

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

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

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



Be Part of Our CITROËNVIE Community
www.citroenvie.com

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



Become a member. It's simple:

Basic membership (worldwide) - \$20 per year.

Membership includes access to our online Membership Roster, Technical Articles, hundreds of Service/Repair Documents, our online Citroën Service Resources Guide, and all our high resolution archive issues of CITROËNVIE and CITROËNTHUSIAST publications.

Full Canada & USA membership - \$30 per year.

Full membership includes all the features of basic membership plus we mail you our renowned full colour CITROËNVIE printed calendar. (The calendar alone is a \$15 value, yet we include it and the mailing cost in the full membership fee.) Canadian residents also have access to borrow specialized Citroën tools (within Canada).

Full Overseas membership - \$40 per year.

Full membership includes all the features of basic membership plus we mail you our renowned full colour CITROËNVIE printed calendar.

Note: Canadian residents purchasing a CITROËNVIE membership are automatically enrolled in Citroën AutoClub Canada as a member.

Pay by credit card, Paypal, or send us a cheque.

Online payment can be made at:

http://www.Citroenvie.com/CAC_Events_and_Blogs/Membership_Renewal.html

Please send cheque payment to:

Steve Loria - CAC Treasurer
49 Alabaster Drive
Brampton, On
Canada L6V 4G9

Statements made or opinions expressed in CITROËNVIE and on our website do not necessarily reflect the views of CITROËNVIE/Citroën Autoclub Canada. Neither CITROËNVIE/Citroën Autoclub Canada or any club officers accept any liability for content therein.

CITROËNVIE ! / Citroën Autoclub Canada - Officers:

President

George Dyke
416.498.5904
gdyke@sympatico.ca

Database Administration

Marijke Dyke
416.498.5904
marijke.dvbc@gmail.com

Website

George Dyke
416.498.5904
gdyke@sympatico.ca

Membership & Classified Ads

Herns Pierre-Jerome
905.553.4599
hkpjerome@rogers.com

Treasurer

Steve Loria
905.450.6869
stevclcit@rogers.com

Mailings

John McCulloch
905.844.8788
jmcculloch8@cogeco.ca

Social Media

Liz Voce
416.386.1935
lyzzard84@hotmail.com

Tools Co-ordinator

Jim Sciberas
416.406-6277
jamesallen.sciberas@tdsb.on.ca



2012 Méchoui - Citroëns Galore in Montréal

by George Dyke

On Sunday Sept. 9 the VEA (Vintage European Automobiles club) held it's annual Méchoui BBQ in Montréal. Méchoui has always featured vintage European cars and, as in past years, the focus has been on Citroëns. Again this year it was held at the fabulous collection of Louis Grenier at a private airport just southeast of Montréal. For a second consecutive year the Méchoui was held concurrently with a larger classic car and an aircraft show at the airport. The weather was dry and comfortable. The cars, and camaraderie outstanding. Another wonderful day that makes the drive to Montréal to attend Méchoui totally worthwhile!



CITROËNVIE GALLERY



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

*1974 Citroen SM efi restored to "as new" condition
by David Hume of Excelsior Motors, Midway KY*