

# CITROËNVIE!

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

2013 No. 2

Price: \$7.50 CDN  
\$7.50 US



- **Rétromobile 2013**
- **2CV Wheel Alignment**
- **Ami 6 & 2CV Memories**
- **DS Steering Rack Tools**
- **Restoration Considerations**
- **How to Import a Classic Citroën**
- **CX Engineering Marvel in Vancouver**

***Feature Report:  
An Historical  
Account of Citroën  
Rallying in North America***

## USA Citroën - Eastern 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](http://www.driveshesaid.com)

## USA Citroën - Western Events:

Apr 13-14, '13 - NWCOC (Northwest Citroën Owners Club) Tulip Run weekend drive event to the Evergreen Aviation and Space Museum in Oregon. For more info email: [nwcoc@earthlink.net](mailto:nwcoc@earthlink.net)

Apr 14, '13 - San Francisco Citroën Club visit to Club Auto Sport along with Goodies Speed shop for Caffeine and Cars at 521 Charcot Ave, San Jose 95131. Meet in the parking lot at 9:00 am.

Jul 14, '13 - San Francisco Citroën Club Bastille Day celebration at Lon Price's Citroën Repair shop Santa Cruz 95060. This is a pot luck so bring your favorite dish! Tel: 831 476 8395 Meet up starts at 11:00 am.

Aug 25, '13 - "Cit Chat & BBQ" at 2CVsRus in Seattle. Contact Axel Kaliske and Ursula Walter. email: [deuxchevaux@earthlink.net](mailto:deuxchevaux@earthlink.net) or call 206.439.0202

Sept 20-22, '13 - Western Rendezvous USA at Cambria Pines Lodge, Cambria CA 93428. Registration info TBA.

Oct 13, '13 - San Francisco Citroën Club Oktoberfest Party at Peter Koine's new Citroën repair Shop at 71 Glenn Way # 5, San Carlos CA. Starts at 11:00am. Bring your lederhosen and a German dish of your choice.

## International Citroën Events:

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

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

2016 - ICCCR - The Netherlands (date and location TBD) [www.icccr2016.nl](http://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.

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. 16-18, '13 - Ottawa Citroën Club - Annual Meeting. Perth, ON  
<http://www.ottawacitroenclub.ca/>

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.

Sept 11 '13 - 7 pm - Monthly Club meeting (outdoor location) at the Grenadier Restaurant parking lot within High Park, Toronto.

Sept 28 '13 - CAC Fall Outing. We're calling it Golden Leaves, Golden Suds. We will take in the lovely scenery just northwest of Toronto and a sampling of the fine beers available in Wellington County. It will be a day trip that will take us to Guelph.

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

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

*Cover: Liz Vice in 1969 US spec Citroën Méhari at Bluffers Park Marina, Toronto, ON. Photo by George Dyke.*

## Message from the Editors



George Dyke

As I write this it is just past the mid-point of winter. I have booked the motel for Rendez-vous and I am starting to think about resuming Citroën activities for another Canadian driving season. We, George and I, are finishing the second of four volumes of what will be the last hard copy edition of CITROËNVIE. Starting in January 2014, all the articles, events and other information about Citroëns will be on our new and improved website. Searching the site will save you from wondering where a particular article is,

who balances tires for Ds, or what is so and so's address. All the articles, references, websites - everything will be available at the click of a mouse or a tap of your finger on mobile devices.

To be really up-to date with Citroën goings-on, we'd like to encourage all our readers to check-out our CITROËNVIE blog. It actually has 3 streams:

1. CITROËNVIE News and Events
2. Citroën news in general from around the world.
3. Cool automotive themed stuff. Ever seen a fan belt get changed in under 10 seconds on Volkswagen Beetle? How about the view from a motorcycle travelling for 20 minutes at "lock me up and throw away the key" speed in Serbia? We offer-up a fresh daily dish of exciting content.

Select any Blog stream or all three. You can configure the RSS streams to get instant and automatic delivery of all the relevant content we post.

All of this together has made me think about cars and car collectors in general and what the future may bring.

No one needs to remind us that the car collectors are a graying group. The demographics of car clubs around the world suggest that the median age rises every year. I talk to representatives of car clubs from around the world and I hear the same story. "We can't get younger members interested in cars"; "There are no apprentices learning how to repair cars - they are only technicians who plug the computer to the car for a diagnosis." "Kids these days don't care about cars." And so I ask myself what future is there in collecting cars that are drivable and not just museum curiosities or million dollar specimens from a Barrett-Jackson auction.

There is no questions that classic Citroën's are special. They combine iconic



John McCulloch

style across a spectrum of innovative engineering. They let enthusiasts enjoy simple yet innovative and economical motoring (the 2CV) absorbing one's mind into a world of the most advanced automotive engineering of the 20th century (Traction Avant, DS, GS, SM and XM). Because they don't command big ticket sums at car auctions (other than DS and Traction 15-6 cabriolets) they serve as the means for a new generation to get excited about Citroëns by actually owning and experiencing them.

Here are a few random thoughts:

1. A few recent cars shows have given me some very positive feelings. The 2CV event in Salbris France in 2011, for example, was driven by the energy of a large group of thirty-somethings who are totally devoted to their cars. A group from Poland who are organizing an event for Torun, Poland in 2016 is made up of twenty and thirty year olds. The organizing committee of Spain's Citroën Event of the year are all in their twenties and thirties. My point: simply that there is still interest in these classic cars even though manufacturing of them ceased when these young people were toddlers. They became intrigued with the cars and became involved.
2. I can't tell you how many times I have been approached at car shows and Cruise Nights by people who say: "My Dad had one of these." "I drove across Europe in a car like this." "I made love in the back seat of a D like this." There are a lot of positive feelings towards old cars particularly those that people actually drove - or were driven in them - just like we are doing now. People stop and wave as a convoy of Citroëns drive past. Our Citroën postcards, our participation in community events and the warm welcome we extend to the general public all contribute to maintaining a positive public image. And let's not forget that the general public also vote on issues relating to restrictions on vintage cars. We need them on our side whether they drive an old car or not.
3. Our internet profile will be considerably enhanced by our new website. We may never be the object of Facebook "likes" or dozens of Tweets from the Twitter-sphere. But the obvious enthusiasm of our members, the hundreds of photographs and the access to everything you could possibly wish to know about Citroën will spark interest. Interest leads to involvement. We have enough events to cover almost anyone's favourite activity and let me assure you that we have more events than almost any car club I am aware of.

We have to be based at some specific point on the planet and that location happens to Toronto, Canada. For those in the area I look forward to seeing all our readers out for the many CITROËNVIE activities in the 2013 driving season.

My conclusion is a simple one. We continue to evolve our means of communication. We welcome new members and the general public. We continue to maintain a high profile and with our online efforts we have to become a global community and window to world of Citroën activity in North America. Trust me when I say; - We will not disappoint! - John McCulloch



## An Historical Account of Citroën Rallying in North America



by George Dyke

Did you know that Citroën has a history of rallying in North America? Neither did we. A clue came from Dave Burnham, who sent us a note about a message that appeared on the Adirondack Motor Enthusiast Club (the ice racing club) message board. The second paragraph caught his interest:

"I also enjoyed meeting other veteran rallyists in the group. The one that stands out the most for me is Gail McGuire. Back in 1970 she was co-driving for Dick Switzer, who owned a Volvo dealership in Rochester, in the MONY series (Michigan, Ohio, New York). The Press On Regardless Rally in Michigan, Sunriser, Happiness is Sunrise (HIS) and other rallies comprised that series. It was the genesis of what later became the SCCA ProRally series. She got into the sport through her dad, who was into rallying. Boy did she have some good stories to tell! Some rallies were 400 milers back in the day and many were all nighters. She drove many cars but elaborated quite a bit about the Citroën DS21 factory car that Citroën provided for her team. She spoke of one stage in a Canadian rally where there was no actual road. You had to navigate by compass on a huge flat plateau on top of a mountain. She had the thing flat out at 125 mph while dodging buffalo at the same time!"

That peaked our interest enough that we began a search for Gail. And with a bit of due diligence I traced her to New York's Genesee Valley (in the Rochester area) where she lives today. I called her, made the typical introduction about our CITROËNVIE efforts documenting Citroën's history over here, and hoped she would be willing to speak about her days rallying with them. What I soon discovered was an outgoing lady with a vivid recollection of the whole rallying era. We set up a time to speak further and when we did, Gail gave me some unique insights as to how she became involved with Citroën.

Gail recalled that her parents owned 3 ID19 model Citroëns starting in 1960 and ran them in autocross races. Her parents visited Europe frequently and purchased them there, bringing the cars to the USA through Citroën's import plan that they offered at the time. One of the cars was an ID



wagon that Gail remembers driving in the "raised" position to avoid the pylons in autocross!

Her father went to the New York City Auto Show in 1963 where Citroën had on display the first DS21 convertible in the USA. Her father saw the car, fell in love, and bought it right away! And they used it in rally events as well. In fact Gail and her father won the MG1000 Rally in it, a trek that went from Long Island NY to Mount Tremblant Quebec and back. Gail remembers that the Rolls Royce dealer from Long Island participated in the event in a brand new Rolls, and how it did surprisingly well given its massive weight being hurled about.

Gail started rallying in her teens with her Father. Their first car was an MG which proved too uncomfortable. They switched to Alfa Romeo and then to Citroën. Her father's rally wins were impressive including the 1964 Abominable Snow Rally in upstate NY in their ID19. "It was the one car you can rally with 4 adults on board" she says. Gail also rallied with her brother, then with Dick Switzer. Soon Gail had the experience to commence rallying on her own.

Eventually Gail's racing victories in the family's Citroëns became known to Citroën USA, and they gave



*Left: Gail demonstrates the use of a Curta, (pictured above) a small, hand-cranked mechanical calculator introduced by Curt Herzstark in 1948. Curtas were considered the best portable calculators available until they were displaced by electronic calculators in the 1970s. The Curta was popular among contestants in sports car rallies during the 1960s, 1970s and into the 1980s. Even after the introduction of the electronic calculator for other purposes, they were still used in time-speed-distance (TSD) rallies to aid in computation of times to checkpoints, distances off-course and so on since the early electronic calculators did not fare well with the bounces and jolts of rally racing. It can be used to perform addition, subtraction, multiplication, division, and (with more difficulty) square roots and other operations.*

her a DS21 (to keep) that she raced in the Shell 4000 Rally in 1969. (The last Shell 4000 held.) Also known as "The Gumbo Rally", - it was a grueling affair that started in Calgary, Alberta and went across Canada to Halifax, Nova Scotia. 4,000 miles in 4 days! Essentially driving all day and all night. They stopped in Sudbury Ontario for a nap and an oil change.

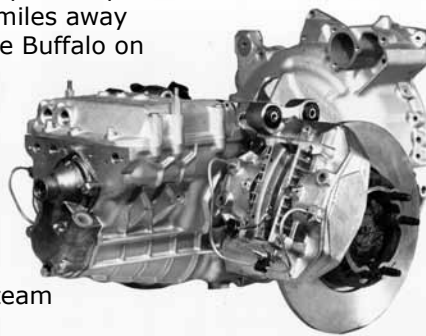
Gail's co-driver, Harry Handley, drove the new DS21 all the way out to Calgary for the race while Gail flew out there. She thought there was a compass onboard the DS but when she arrived she realized she should have brought one along. Undaunted Gail drove "by the stars" at night to determine left and right turns.



Left: All the silver dishes are prizes from Gail's Citroën rally and racing events. She uses them for dinner parties that she hosts, - they don't sit on the wall.

Gail states that the trick in rallying is being the "least late". The Shell 4000 featured all three driving stages of rallying. You had to be aware of the clock in each stage and make sure that you didn't arrive "under time". It had Transit sections where there is one lump sum of time to go a given distance with a check point at the end of that stage. There was regular TSD (time, speed, distance) where you must stay on time to checkpoints along the way. And it had Stage Rallying where you go as fast you can to the check point at the end with every second you dally marked as a penalty point. One such stage was on the Canadian prairie. It meant that Gail would drive "foot-to-the-floor" pretty much all the time. The course went straight up a steep dirt road to a plateau. Once on top you aimed at a tree about 10 miles away and drove "flat out" towards it. Not an easy task as there were Buffalo on the plateau that were directly in their path. How they missed hitting them is mystery to Gail to this day! She remembers missing many by just inches!!

On the first night of the race (in the Rocky Mountains) Gail hit a big rock that even a DS wasn't going to float over. It ripped the front underskirt, mashed up the brake cooling ducts and ended up cracking the DS transmission housing. Actual mechanical repairs weren't allowed, so friends on the Datsun team



helped Gail by putting some ceramic sealant on the cracked housing and pouring just a few ounces of STP gear oil in the casing. The DS went on to race 3 more days and make it flawlessly to Halifax. Probably she says "on a near bone dry gear box"! In Halifax the gearbox was topped it up for the drive all the way back home to Rochester, NY. Gail drove the DS with the ceramic repaired transmission housing for the life of the car. "It proved to be indestructible" she recalls.

Though Gail didn't win the Shell 4000 rally (that was reserved for Scott Harvey (Chief Engineer for

Chrysler rally cars, who rallied for Chrysler, winning in a Barracuda), Gail racked up another completed race and went on to use her DS21 for personal use and competing in a few local solo 2 events (pylons in parking lots) in the 1970's. She has many dozens of trophies from the wins she accomplished over the years.

Gail recalls being introduced to the SM. In 1971 Citroën brought one over to her place to show it off. She gave it a test drive and was most impressed, but that was the extent of her exposure to the super coupe. Citroen didn't leave it with her and she never rallied one.

Gail last win was in 1999 in the "new VW Beetle" production class. She and Karl Cheible won the 1999 SCCA production Rally Championship (in the US) and CARS (in Canada). Both of these wins meant they also won the North American Rally Championship! (Pictured right).

At 70+ years of age she doesn't do rally driving anymore. The bone-jarring rides over the years (in non-Citroëns) have contributed to a compressed disk in her back and she quit rallying in 2003.

Today she is enjoying a more leisurely life on her horse farm.

Her daily driver is a Ford pick-up. But she's quick to say that if Citroën's were



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## Three Découvrables at Rétromobile 2013

by John McCulloch

Rétromobile 2013 came in like a lamb. Quietly and modestly the show opened with no fanfare, just a brief announcement "Les portes sont ouvertes".

Citroën too, had no "Official Opening" as in 2012. There was no Press Conference and no ribbon cutting. With such an inauspicious beginning my expectations were low. After ten years attending the show, I have seen it shrink in size, reduced in numbers of days open and lose visitors to other attractions.

But what is it that piques my interest and draws me back year after year? Simple: You can see here what you will not see anywhere else: ordinary cars, luxury cars, one offs, concept cars, cutaways, - even a steam engine (Hello! Larry Lewis)

I want to highlight three such cars: The Xanthia, the D Super découvrable and the 1984 Visa découvrable.

The red Xanthia (yes, with a "th") is a concept car from the Conservatoire in Aulnay. It was first shown at the Paris Auto Show in 1986. The car is equipped with an 880cc AX engine sitting on an AX platform. Nominally the car has four seats: two front seats and two rear seats suitable for a pair of five year olds. The rear seats in this model are covered by a portion of the roof - which in the case of this car does not open. Fine place for a case of wine? The car shown here does not have any suspension and, according to my sources, would not have survived crash tests.

The D Super découvrable by Henri Chapron is a one off. In this case, part of the roof retracts from the windshield to the top of the trunk. An edge of the roof remains intact, proving a groove to hold the windows in place and provide some stability to the car as a whole. This model was a special order car from the Marseillais paper the "Provençal" which allowed journalists to follow the different stages of the Tour de France. It struck me that for folks from Marseilles, much reputed for its strong Pastis liqueur, it would be a case of the toppers watching the dopers.





I immediately thought of the late John (Maz) Mazmanian when I saw this gorgeous 1984 Visa découvrable. This particular car was one of 2633 made during the ten year production of the Visa (1978 - 1988). The body was created by the chassis maker Heuliez and was first shown in 1983. The 5CV, as it was called, had a four cylinder inline 1124cc engine. The roof featured in this car is what makes it a découvrable and not a cabriolet or décapotable (both convertibles). A true cabriolet is open at the sides when the roof is retracted.



This in a nutshell is why Rétromobile is such a good show.



## Warm Memories of the Ami 6 and 2CV

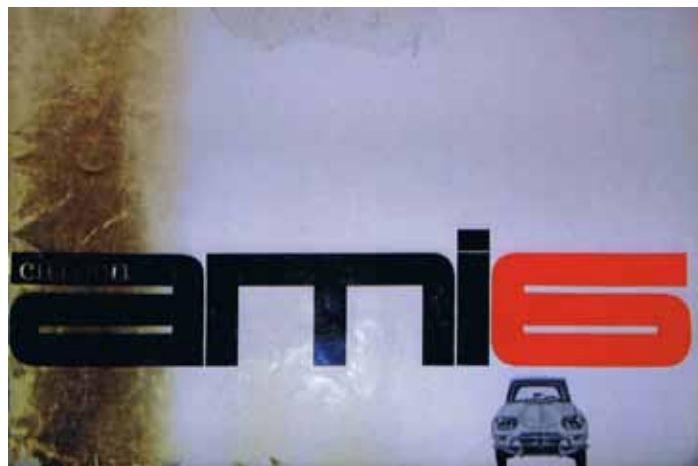
by Gérard Larochelle

Introduced in 1962 in Québec, the Ami 6 sedan never broke sales records. However, with its 602cc motor (22 horsepower), its CV joints and its cozy DS interior, I found it attractive and thought that it should have won many hearts. Selling as it did at that time for \$1300, it was cheaper than the Austin Mini 850 and barely \$300 more than the 2CV that I had just bought two months earlier. My first contact with the Ami 6 almost made me regret having bought the 2CV. The salesman, aware of my interest in Citroën, had me take it for a test drive. The Ami 6 with its pink tinged gray exterior and red interior really caught my eye.

A few weeks later, I felt really bad. One night a fire completely destroyed the garage of the Citroën dealer, Versailles Automobiles. But the Ami 6 was saved at the very last moment. It had really been hot however. Half of the headliner had come unglued and fallen down. So the Ami 6 was put on sale, as is, on a cut rate used car lot. Even though the car was not too attractive, one of my friends never the less went to see it and picked up a brochure that had been scorched in the fire and just left on the floor of the poor little Ami 6. He gave me that brochure in 2006, 44 years after the fire. There were some names of customers including mine written on the back side of the brochure. - Have a look! This brochure is a real collector's item for anyone with an interest in the Ami 6. What's more, every time I see one of them, recollections come to mind and warm my heart.

But let's go back to the fact that sales of this model were confidential at Citroën Canada. In France, however, in 1965, the Ami 6 won top honours as the best selling sedan, surpassing sales of Peugeot and Renault. I must say that, here, at the time the main obstacle stopping buyers, as far as foreign cars were concerned, was the heater. Whether German, French or English, they all had the reputation of being refrigerators on wheels. With disdain and without differentiation, we called them all little English puddle jumpers.

The Ami 6 was no exception to the rule. Because its windshield was twice as



big as a 2CV's, defrosting it was almost impossible to the point of being just plain dangerous. Although the car was relatively air tight compared to the 2CV, and although the 602cc engine produced more heat, it was inadequate faced with the fiercely cold weather in Québec in those years. When I was a salesman for Citroën Canada in Québec City between 1964 and 1967, we used to sell a few of them, especially in summer and when the station wagon showed up, its appeal went up a notch. On the other hand, the station wagon had a larger passenger compartment - to heat that is. It is easy to say today that Citroën should have introduced the Gurtner Heater for the Ami 6, an item that was available later for the 2CV.

The Gurtner Heater leads me to another chapter. One of my brothers had a 2CV with a Gurtner Heater. He told me that he had never had a car with such a powerful heater - it was a veritable furnace. He could have driven in a tee shirt at minus thirty degrees Celsius. In addition this heater was equipped with a small fan which could be adjusted, and only increased fuel consumption by 20%. Unfortunately this heater was only effective for the first year. After that it self destructed. While ingenious in



its design, it had been made with flimsy materials.

Its combustion chamber was made of aluminum and progressively cracks would appear. These cracks, as they grew to be larger holes, generated explosions which you could hear in the car. Calling on his knowledge of applied science, my brother had to make several repairs to keep the system working after the first winter. Other surprises to be feared from the Gurtner were: the windshield could explode if the car was too cold or possibly set fire to the car, if you did not repair the leaks. Better assembled, this Gurtner heater, could have silenced the detractors of foreign cars which had no heat and given a boost to the Ami 6 on Canadian soil.

This famous heater leads me to tell you another anecdote which I lived. This time it concerns the little 2CV truck, affectionately called the "truckette".

In the 1960s nothing was perfect in this life up to and including television sets. They were tube models and heavy, even those called portable. There were huge models complete with built in turntable - it was almost a sign of having made it in this world. These TVs required constant visits from



the repairman because no one was willing to lose face.

A small Québec business, "Bell TV Service", was well established, on Côte d'Abraham and from all evidence was doing well in this field. The owner, a businessman, an immigrant, was interested in the 2CV Truckette in order to pick up and deliver these heavy televisions from his

shop to his clients. He negotiated a price and ordered three 2CV truckettes from Citroën Canada in Québec City.

This was the ideal vehicle as far as he was concerned - inexpensive to buy and cheap to operate. The negotiations over price were such that the transaction was concluded at the management level i.e. no commission for the salesman. The owner [of the TV repair shop] was an impressive gent: he drove about in a gleaming Corvette Stingray, nothing less would do. He did,

however, not wish such luxury for his employees. The majority of his workers were immigrants just off the boat who would not have known the rules concerning minimum wage.

Anyway, one day three beautiful, yellow 2CV truckettes arrived at our door from Montréal, the headquarters of Citroën Canada Limited. The glitch? They were equipped with Gurtner heaters. Because it was not included in the price, it must have represented around \$150 more to the price per vehicle. But, my they were beautiful, all three in a row on the parking lot of Citroën Canada, on the Boulevard Hamel. Deep down we thought: this will be great advertising for us and we are going to miss it.

But we had to renegotiate the price increase with the Corvette driving businessman. Not an easy negotiation; he wanted nothing to do with it. "Take out the Gurtners." was his last answer with all the consequences which could arise as a result.


On the other side of the counter, the director of Citroën was in a fix. He had no room to maneuver. The contract had to be honoured. At headquarters in Montréal, no one wanted to stick their neck out or help out in any way. We certainly did not want to return the three 2CVs to Montréal. For the manager in Québec, either he had to give the heaters away for nothing or remove them and store three machines that they would never resell. In the language of the factory: "Dead stock". Moreover, they had to pay a mechanic to remove these Gurtners while keeping the costs down.

Finally the wrong decision was made: Remove the Gurtners at the least expense. We don't lose face.

What was done was done and done badly, because they did not hook up the original heating system. The set up was completely different with the installation of the Gurtner heater. As a result there were no heat tubes - now you can see this one coming - those who know the motor-heating set up of a 2CV will quickly understand that the pleasure of driving this car will wane quickly with use.

It was the end of August and so it wasn't the end of the world for these poor souls who had to drive these beautiful, brand new, yellow 2CVs with "Bell TV Service" carefully lettered in blue on the sides. But autumn and winter were soon to descend and no heating in a 2CV Truckette is no fun!

What happened next happened just as expected, on a cold day in winter: one of the truckettes went through a red light. Crash! The whole front of the 2CV was ripped off and the driver was killed. The inquiry did not last long. Running a red light (something they never established): Was the driver already frozen to death before arriving at the intersection? or was he in a state of hypothermia so advanced that he didn't give a damn about the red light? We will never know!

*continued on page 10...* 

...Warm memories of the Ami 6 and 2CV - continued from page 9

I have no more details on what happened to the two other 2CV truckettes or their drivers. I can't remember. But as a joke sometimes we used to say that they went back home, to Siberia their home and native land and now appreciate its climate - warm.

As to the wreck from the accident, it was towed to Citroën Canada in Québec City. In the springtime, I bought it for \$40.00. I towed it to my place. My brother and I took it apart. We got the box, almost intact and made it into a small trailer which I towed behind my 1967 DS (See the below photo) for a few years.



My great regret: Having sold it.

Translated by J. McCulloch

A graphic showing two hands holding a tablet computer. The tablet screen displays the Citroën website. To the right of the tablet, the text 'Subscribe Today' is written in a bold, italicized font.

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


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

Citroën Rally History - continued from page 5

still available here she'd probably be driving one!



Gail takes a moment at home to look through one of her many books containing photos and documents of her rich rallying history.

The fact that Citroën's US operations supported Gail in the later 1960's by giving her a DS to race is yet another indicator of how Citroën tried to position the DS as a true competitor in the North American market. Quite an era and arguably Citroën's zenith moment in their corporate history here. 

## CITROËNVIE payments can be by credit card whether or not you have a PayPal account

We use PayPal as our method for online payment transactions. However some people have expressed concern that they do not want to use PayPal. They would prefer to pay by credit card. That's not a problem. We can send you an invoice that you can pay with your 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 gives you credit card payment capability.

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

- Your CITROËNVIE Production Team

## Rétromobile - Artcurial Auction Results - Feb 8, 2103

At Rétromobile 11 Citroëns and a Panhard were auctioned off in an event organized by Artcurial. The results were impressive, particularly for a 1958 2CV which commanded €28 593, a 1971 SM that fetched €131 050 and the Panhard.



**1958 2CV**  
Est: 10000 - 15000 €  
Sold for: €28 593



**1966 DS 21 cabriolet**  
Est: 100000 - 150000 €  
Sold for: €131 050



**1972 SM Injection 2.7L**  
Est: 20000 - 30000 €  
Sold for: €23 827



**1959 DS 19**  
Est: 10000 - 15000 €  
Sold for: €23 827



**1957 DS 19 Berline**  
Est: 28000 - 34000 €  
Unsold



**1973 DS 23 Pallas**  
Est: 48000 - 60000 €  
Sold for: €71 482



**1966 DS 19 Prefecture**  
Est: 30000 - 50000 €  
Sold for: €29 784



**1967 DS 19 cabriolet**  
Est: 100000 - 150000 €  
Sold for: €88 161



**1962 The Dandy DS 19 cabriolet**  
Est: 90000 - 130000 €  
Sold for: €97 692



**1959 Panhard Dyna Z17 Cabriolet Tigre**  
Est: 10000 - 15000 €  
Sold for: €71 482



**1971 SM**  
Est: 60000 - 100000 €  
Sold for: €131 050



**1949 Traction 15-6 Worblaufen cabriolet (custom bodied)**  
Est: 100000 - 150000 €  
Sold for: €190 618



## No real ale at Hershey but there is at Beaulieu Dept:

by Larry A. Lewis

What is it? Only the best classic car flea market I've ever seen, that's what! Better than ten Super Bowls and a night with the 1949 Sophia Loren! Cor Blimey is it something! So much good stuff there it made my brain sting! It's situated in a southwest part of Hampshire near the channel coast of England, west of Southampton and east of Bournemouth in an area called "New Forest" which means that the entire area is one giant park. It's on the estate owned by one Edward John Barrington Douglas-Scott-Montagu, 3rd Baron of Beaulieu. Who is this joker? He's a former politician and renowned classic car collector who inherited the whole joint at the age of two in 1929 when the second Lord keeled over. The deuce was the guy who designed the Rolls-Royce "Spirit of Ecstasy" radiator mascot if anyone is interested. During the fifties he opened up his 7,000 acre estate as a public park to help pay for the estate and his 500 year old homes upkeep as British taxes went up astronomically back then to help pay for the post-war recovery not to mention the socialism that came in when Attlee was elected. I'm all right, Jack.



The National Motor Museum was opened here in 1952 and remains one of the main parts of the estate and there was an exhibit on of all the cars used in the Bond films but I didn't have time to see the museum. I wonder if the crushed 1963 Lincoln from Goldfinger was there. There is a zoo, ornamental gardens, an amusement park with rides and a monorail ty-



ing it all together. The New Forest area is obviously protected from development as there are no strip malls, fast food joints or much of anything for miles around and the roads are all just two narrow lanes. No Interstates, no IHOPs, no Bob Evans with 30 kinds of sausages. You could drive by the estate and never know anything was there. They say England is a crowded place. No, it ain't.

In early September there is a massive "autojumble" as the Brits call a flea market which blew me away and no fooling! If you own a British car, there is everything you can imagine for sale here. Upholsterers, chrome platers, tires, engine rebuilders, you name it! Cars are for sale. No fifty-seven Chevrolets, but a 1920 De Dion-Bouton was available as well as a Lancia Aprillia, an Invicta and a 3 wheel Morgan with a brand new



aluminium body for only 40,000 pounds. What's an Invicta? Picture a 1929 Mercedes SSK with right hand drive and that's about it. There was an early twenties Rolls-Royce limo that was totally unrestored but ran perfectly. One of those "too nice to restore" kind of cars. Another interesting item was a right hand drive Méhari. This one was fully restored with a well-done looking roll bar and according to the for sale sign, it had a Visa engine. Yours for 9,000 quid! One man I spoke to for quite a while was selling a mint Triumph TR 250 to a man from Germany. He said that the car came from Oregon as Britain got the TR-5. I liked that guy. He had true mechanic's hands with calluses and old grease in every crevice. There were lots of Germans there as well as French people all looking for classic British iron. Funny how physically fit all the people looked. No Bob Evans, I guess.

One of the stupider things you have to look at when you go to Hershey and just about any other North American car show are vast amounts of vendors selling tin signs and stupid 50's nostalgia crap. Coca-Cola, Marilyn Monroe, Betty Boop, James Dean and of course, Elvis. Signs saying "What Happens in the Garage (or mancave whatever that is) stays in the garage." They're just the thing for infantile, irrelevant men. "Where's hubby?"

"He's in his mancave."

"Oh how cute"

You see none of that at Beaulieu or very little, anyway. What tin signs there are have stuff that is actually interesting, like British type "Petrolia" and ads for the London and North Eastern Railway, the Flying Scotsman, and so forth. One person had a twenties Citroën radiator, minus the badge. Car dealer signs from every European make. Unbelievable radiator mascots, some for over 3,000 pounds! An original poster from the 1954 movie "Genevieve" for 2,500. "Try to find another one," the man said. What a place this is!


Most car shows will have some-one flogging old model trains and Beaulieu is no exception only they are usually made by Hornby, not Lionel. Live steam trains are often sold as well as steam powered model boats, one powered by a turbine! One vendor was selling a jet engine, another was selling a turbocharger from a Lockheed P-38 that crashed in France in 1943. Another guy was selling a propeller from a 1910 Blériot monoplane. A Blériot was the first aircraft to cross the English Channel in 1909, by the way. That prop had to be ten feet long! There was the frame of a car, a 1923 Gérin Aerodyne, made in France by an affiliate of Gabriel Voisin. This is an early Dymaxion type of vehicle which viewed from above looks a lot like the teardrop shaped Rumpier. It has a Duralumin (!) frame, a Renault four cylinder engine in the rear and a front suspension that I couldn't figure out. The people at the booth said that it was never finished but it was sure interesting. There was a display at the booth showing pictures of a Dymaxion as well as several Tatras and some cars designed by Paul Jaray. Videos of the Gérin are on You Tube so check it out! Google it with your Googler!



What else is being sold? Lots of classic English motorcycles and anything you need for them. You can't move ten feet without tripping over old MG and Triumph parts. One vendor was selling a 1935? BSA sports car project. This is a bit smaller than an MG TC and has front wheel drive. It would have made a nice project if I could have safely

stowed it in my overhead luggage rack on the airplane home. There were any number of vendors selling vintage lights, many of them made of brass. I bought a decent Marchal fog light and a reversing light for not a lot of money and vendors will bargain with you if you treat them like adults. Many had those British taillights that look like a diver's helmet. Original tool kits, manuals, accessories of all kinds, odd looking superchargers all made in Europe. There were every possible item made by Lucas, Smith's and SU! Some American stuff, not much but what they had was fascinating like the Stanley mountain car that was sitting on a trailer. There were quite a few semaphore turn signals there, both the kind that are flush with the body and the kind that are in an external box that sits near the windshield. I don't know why but I've always liked those things.

In area, I would say that it is larger than Carlisle but smaller than Hershey. Almost none of it is paved and just when you think you've seen the whole show, walk behind an earthen bank and it sprawls on for almost a mile. Most vendors have tents which should be no surprise given the climate (perfect weather when I was there) and the vendors spaces seem to be smaller than we are used to and they sure are closer together. There are the usual Chinese-made tools and equipment and other Harbour Freight kind of stuff. Every so often you come across a portable bar selling pints of real ale. You can walk around with it if you want unlike in some countries I could name. Food available includes the usual burgers and pizza but also Cornish Pasties and something called Halloumi which is sort of like a Gyro. Tasted good, whatever it was. Most vendors do not camp out at their spaces but

*continued on page 14...* 



an area full of RVs and what they call caravans is adjacent to the show grounds.

To get to Beaulieu, I stayed in a small hotel in Bournemouth which is easily reached by rail from Waterloo station in London and then by train to Brockenhurst. From there, I took an open-top bus to the show grounds. The first bus left the rail station at 10:30 and the last bus was at 4:30 so I really didn't have time to see the entire show. It's a two-day event for sure. I've never had the desire to drive a car in Europe as I much prefer to travel by train but this is a case where driving is the best way to get there. Next time, I'll rent a car in Bournemouth and go that way. I'm not about to learn to drive on the left in London traffic and that's a fact.

Am I going back? Try and stop me!



## DS Steering Rack Disassembly Tools

by Chris Dubuque (Seattle, WA)

In CITROËNVIE issue #1 from 2012, there was a lengthy article about rebuilding a DS steering rack. Among other things, the article discussed all of the necessary special tools.

Arguably the most important tool to have to disassemble a DS steering rack is the tool that extracts the little pin that connects the mechanical part of the rack to the hydraulic parts of the rack. This pin is a very tight fit and a proper tool is a must. The photo below shows what the pin looks like while still installed.



Photo #1: Rack Control Rod Pin

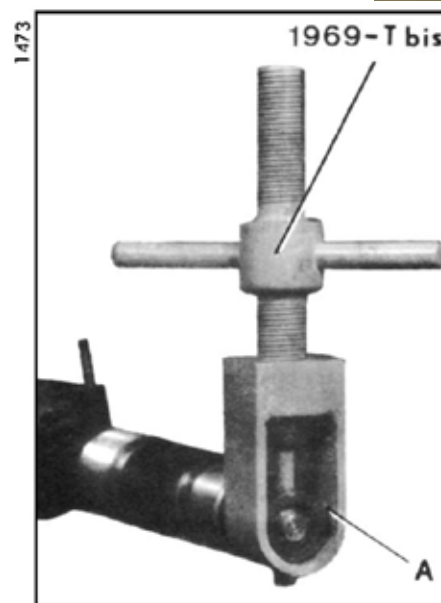


Photo #2 shows what the factory tool looked like. I loaned mine out many years ago and never got it back. @#\$%\*.

Photo #2: Factory Tool Extracting Pin

In the absence of the factory tool, I have been using an old JBM tool (Photo #3). The JBM tool however had one minor flaw that got worse and worse as the tool began to wear out. Sometimes the pin in the steering rack would be so tight, the tool's bolt would start to push out of



plane (to the side) as you tightened it and ultimately bend the tool's extraction pin. There was not quite enough support of the extraction pin in the JBM tool design to handle the high loads, at least as the tool began to wear.

Photo #3: JBM Pin Extractor Tool

We recently made a new tool that uses the concept of the JBM tool but with added support to keep the extraction pin perfectly centered. We extended the length of the aluminum body about an inch so we could use a longer bolt for more stability. We then machined a steel bushing that holds the extraction pin centered. This steel bushing is purposely located very close to the rack piston to reduce the amount of unsupported extraction pin. The steel bushing is held in place with a set-screw. See Photos #4 through #7.



Photo #6: Revised Tool With Centering Guide



Photo #7: Revised Tool with Extraction Bolt Removed



Photos #4 & 5: Revised Tool With Centering Guide

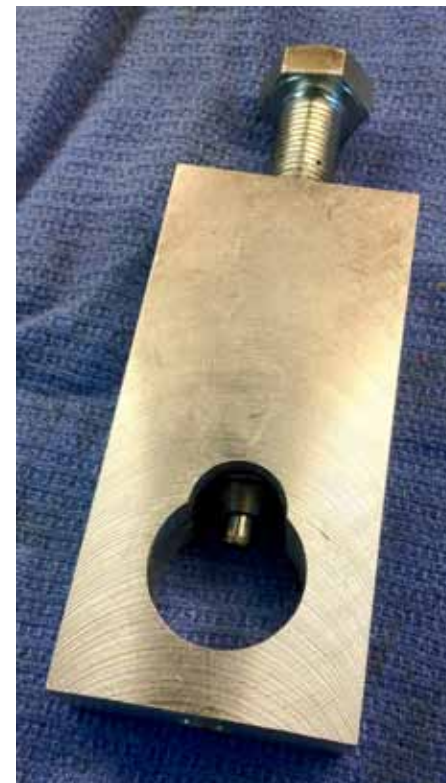


Photo #8: Revised Tool Ready to Use

The extraction pin (seen in photo #7) is a hardened steel pin we ordered from McMaster-Carr. Stainless steel music wire was nowhere near strong enough.

The new tool works perfectly! But as luck would have it, just about as soon as I got the new tool finished, I discovered that one can now buy a repro of the original tool. (Citroworld.com, P/N 1969-T. Price: € 101,68. See below). Oh well.



Good luck!



## Easy 2CV Wheel Alignment

by George Dyke

One thing that I've always wondered about with my 2CV is whether my front wheels were properly aligned. A number of factors had me scratching my head. The car drives great and I've put over 30,000 km on it since I bought it. There are probably over 70,000 km on it overall. Having driven other 2CV's I know that on windy days you're going to be cranking the wheel in the direction of gusts just to maintain a straight line. And when passing a bus or tractor trailer rig on the highway (if you are fortunate enough to still be accelerating by the time you get to the front of it) be prepared for whoosh of air that can send the poor little duck, just about off the road, all the while rattling doors, hood, and extricating the hat you're wearing to a bouncing object in your rear view mirror if you have the top rolled back. All in all great fun and the thrill of 2CV driving that provides a race car experience even when just trying to keep up with modern traffic.

When I first got my 2CV I noticed that the outer edges of the front tires were wearing more than what you would see from hard cornering. There was a bit of scalloping happening. (They were original Michelin 125 x 15 radials and I wanted to get the longest possible life from them while still having safe tread because the replacement cost of Michelines is not trivial.) Another indicator that something was amiss was that if I went over railway tracks or bumps, the car would shudder somewhat and do a bit of a side to side shake in the front end. So, aside from being concerned about wheel alignment, I wondered if the king pins could be the culprit. I lifted the car and checked play in the front wheels. There was a bit of slop vertically. Not any (fortunately) back and forth in the steering arm on each side, which

would indicate the need for a ball joint replacement as well. So I decided to bite the bullet and get the king pins changed out.

Even with new king pins the 2CV, driving on a straight road on a calm day, still tracked a little bit unpredictably. It needed more steering correction than normal, and turns were no better. It seemed to pull a bit to the right and there was always a niggling feeling of over-correction. In the meantime I had installed new Michelines on the car and although the tires seemed to be wearing evenly now in the front, I still wasn't happy with the inconsistency of the steering. Just looking at a 2CV from the front, it's hard to tell if wheel alignment is OK. I could have gone to a shop and had it checked there, but I decided that before I went to that expense, I wanted to know if the wheels were out of alignment and by how much.

I figured that rather trying to eyeball the alignment of the wheels, putting a longer straight object up against the wheel rims on each side would give a better way to see alignment error because any offset would be quite exaggerated. I combed my garage and found four nice straight aluminum rods that were 4 feet long. They'd be perfect, but I wanted to place them right against the rim (off the ground) and not the tire. That way I could make sure the rim was inline. (Resting the rod on the tire sidewall it could be on raised lettering that would give an offset alignment indication.) In order not to damage the paint on my rims I put masking tape where the rods touched the surface.



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Looking along the direction of the rod from front and back, it was evident that the right front wheel was more "toed in" than the left, but even the left was a little bit toed in. Since the back wheels of a 2CV should be perfectly aligned and not toeing in any manner (if no one has mucked about with the suspension arm mounts which I don't think anyone had on my car) the rods against the rims in the back give the basis for perfect alignment of the front wheels.

spoke steering wheel or one with two spokes, it's nice to have your left hand rest naturally on the (left) spoke when your arm is resting on the window ledge (with the window



open). Typically this means that the spoke is at the "8 o'clock" position. Mine was a little shy of that, so first setting the wheel where I wanted it and then adjusting the steering arm couplers eventually got me to the point where the rods were perfectly in line, front to back, at each side of the car.



Adjusting toe on the front wheels is easy on a 2CV. Look on the steering arms going to the front wheel from the steering rack. On each arm there is a threaded coupler secured with 2 bolts. Loosen the bolts and then you can rotate the coupler adjusting the wheel toe inwards or outwards. When you do this you have full

ability to toe adjust both front wheels inwards and outwards. But when you do that you will most likely affect the rotation position of the steering wheel. You'll need to make sure the steering wheel centre point is set to your liking when the front wheels are straight ahead and in the proper toe position. 2CVs have either a single



Before doing any adjustment to the steering wheel rotation position check that you are setting it to the center of the rack. With the wheels facing as straight ahead (as best they can be) turn the steering wheel and make sure that you have the same number

of turns left as you do the the right. (If it is way off with wheels facing straight, you may have to reseat the steering wheel column on the shaft of the steering rack. But if the steering wheel needs to be adjusted within a few degrees, you'll be able to achieve that by just rotating the steering arm couplers to ensure the wheels are straight and the steering wheel is in the position you want).

Because you are adjusting 3 things, it may a take a bit of fiddling; setting the toe of one wheel, checking the steering wheel position, setting the toe on the other wheel and

*continued on page 19...*



## Restoration Considerations

by Dave Burnham

When restoring a car many things need to be taken into consideration, such as how valuable or how historically significant the car is. Also how much can the owners budget, and what level of restoration should be done. All of these factors and more direct the project on a path to an end with a running car that may be driven and enjoyed for many years or just taken to shows.



When doing a restoration, you need to consider the topic of preservation before starting the work. Cars are only original once, and if every car ever made gets restored, you will have nothing to go by in the future as a benchmark for what an original car looks like. Prices for preserved cars are going up very quickly because of this.

Restorations can be a huge complete comprehensive project, or they can be partial, including only smaller segments of a car. Many things need to be discussed and owners' wishes are one of the big ones.

Restorations are very rarely financially smart to do but "we" (Citroën owners) don't own Citroëns because we are particularly smart, we own them because we love them, we like the way they look, the way they ride, smell, or feel, not because they are a good value or you can flip them and make money.

As a side note the values of Citroëns in general are going up rather quickly as the cars are more appreciated for their historical significance in the automobile world. Citroëns are also getting written up in magazines all the time, and the visibility brought on by TV shows like "The Mentalist" are helping people see them. The values of Chaprons in particular are skyrocketing, making it one of the only models of Citroëns that you are pretty sure to not lose money on after a restoration, if you do decide to sell it in the future.



There is a huge difference between the price you pay for a "regular" paint job and a "Pebble Beach" type paint job. The difference can be \$40,000 or more! Deciding on a color is always hard. The owner of the car needs to look at the car every day and enjoy it. So even though changing a color on a restoration from what it was born with can be frowned upon, we are of the opinion that the owner should be happy and enjoy the color of the car. Can you imagine getting a sick feeling every time you looked at your expensive restoration because you didn't like the color?

Here is a quick overview of the restoration process:

**Initial documentation:** This means getting any and all info you can on the car and its history so you can do a historically accurate restoration. On some cars like Bugatti or Delahaye this may cost thousands of dollars. We don't do that for Citroëns, obviously.

**Evaluation:** Next the car needs to be evaluated to see the level of repair

that's needed, and the decision must be made to either preserve or restore the car.

**Disassembly:** This is obvious but it's where you really see what you are in for. The car needs to be photographed before, during, and after each step of the way. Disassembly is one of the most important times to take photos.

**Repair and Restoration:** This part of the process can be done linearly or in a parallel fashion depending on how much time and money is available. Many parts will be shipped out to sub-contractors for re-plating, powder coating, machining, etc. Our shop does all the mechanical rebuilding and restoration, hydraulic repairs, rust repair, and assembly. We will do interior installations, but sub out the sewing type upholstery work and the other items listed above to the sub-contractors.



**Reassembly:** This is the very time consuming process of putting the car back together. That's where all those photographs come in handy.

**Sorting out:** This part of the project takes a long time also. After everything is reassembled it all needs to work together in a cohesive unit to be a running automobile again. The factory where the car was originally built has the assembly of a car down to a science, but the reassembly and sorting out of a restored car can be extremely difficult and time consuming. Many parts from the aftermarket don't fit together well or work well, and others work perfectly, but it all needs to come together and not leak, run smoothly, and be a finished project.

A full restoration on a car like a Citroën can take anywhere from 1500 to

well over 5000 hours of work depending on the level it is taken to and the complexity of the car. Obviously a simple ID is much easier to do than a fuel injected Citroën DS with air conditioning!

It is very interesting and rewarding to do an automobile restoration. Many owners have done their own and know how much work goes into one. Shops like doing them because it is long term steady work but we also like doing them because it is rewarding to take something so close to the scrap pile and making it into a working car again. If a restored car is taken care of it will last a long time and give its owners pleasure for the time they own it.

Remember we are only temporary caretakers of these cars; they will probably be around longer than we will if taken care of well.



*2CV Wheel Alignment.... continued from page 17*

repeating the process a few times. Eventually you will come to a point where looking at the rods they will be aligned to those on the back wheels and the steering wheel is in the straight ahead position just the way you like it.

With that done, make sure you tighten the 2 bolts on steering rack couplers in each side. I took my 2CV for a test drive and was pleased to find it drove straight as an arrow. Now the only pulling I get from the steering is when I am fighting those inevitable wind gusts, or on uneven road surfaces where the road is dipping to the left or right. Other than that the car tracks straight and true right up to maximum speed.

I hope this tutorial helps if you are experiencing some minor pulling or tire tread wear in your 2CV. It's a very easy tweak and by checking that the long poles are aligned on each side, wheel alignment can be spot on. Go out and drive straight and true with gusto!



**Coming in our next issue:**

**A Celebration Salute to  
Citroën Autoclub Canada's  
30th Anniversary!**



## What's New At Mother Corp.

### C6 - Demise of the Last Big Citroën?

We reported in our last issue that the C6 had ended production and that PSA Peugeot Citroën are struggling to stay in business. The last C6 rolled off the Rennes la Janais assembly line and into the history books on Dec 19 with just over 20,000 being produced over 7 years. For comparison, the Citroën SM, produced from 1970 to 1975, and hit hard by the oil crisis, still managed 12,500 units in 5 years. It was considered a loss leader in it's time and the first thing Peugeot killed when it took over Citroën. Only 556 C6s were sold in Europe in the first 10 months of 2012. And now Peugeot also has tossed in the towel making no more cars for the large sedan segment. Even their French competitors aren't faring much better.

Renault makes the Latitude, but French buyers have shunned it because it is a rebadged South Korean Samsung SM5. With 10 month sales figures in 2012 of just 3,792 Latitudes, (a decline of almost 59 percent from the same period last year) Renault is re-thinking if it will develop a new flagship sedan. Even if they do, there are strong indications it would share underpinnings with the Mercedes-Benz E-class and would be sold under Renault's premium Initiale Paris sub-brand.



Above: Renault's Latitude full-sized sedan

Compare these French sales figures to how the German sedans have sold for the same period: BMW 5-series (101,600 sales in Europe after 10 months); the Audi A6 (89,300); and the Mercedes E-class (86,400). In Citroën's case in particular, it's a shame that they could not compete with their innovative premium sedan as they did in the era when the original DS was in production. The Citroën C6 was far from a bad car. Its original body lines, which reinterprets the legacy of their large sedans, has survived quite well. But unlike the Traction Avant, the DS, the CX and even the XM, it was never given one round of updates or enhancements. From the outset, the center-centric dashboard was busy and unattractive, the car was of average finish and it had limited engine choices. Addressing these criticisms would have made the C6 a stronger contender in its market.

Alas like the SM, the C6 now passes to an era of yet another unusual and orphaned Citroën. Soon to be collectible for the few that are fascinated by them.





PSA Peugeot Citroën announced it has incurred the biggest annual net loss in its history. With worldwide sales down 16.5% for 2012, revenue dropped by 5.2 percent to 55.4 billion euros, resulting in a net loss of five billion euros (\$6.7 billion) for last year, which it blamed on “the crisis affecting the European automobile market” and a 4.7-billion euro writedown in 2012.

As a result Peugeot Citroën is planning to cut 11,200 jobs in France over the next few years.


Peugeot Citroën can at least take solace that they aren't the only French automobile company having difficulties. French auto registrations have fallen to 1997 levels. They were down 14% in 2012 to 1.9 million cars. Renault plans to cut 7,500 jobs from its French factories by 2016 to help the company break even. Most of the cuts will come simply by not replacing retiring workers, but Renault believes that about 1,900 of the jobs will come from cuts to current workers. However, axing workers should mean that Renault would cut costs by €396 million (\$530 million) and they will not have to close any factories in France.

France's Socialist government has repeatedly emphasized it would do whatever it took to keep PSA Peugeot Citroën afloat. It already got a helping hand from Paris Banque PSA last year in the form of a seven-billion-euro loan guarantee. There had also been rumors that the French state might buy a stake in the carmaker, but the Prime Minister's office has denied such allegations.

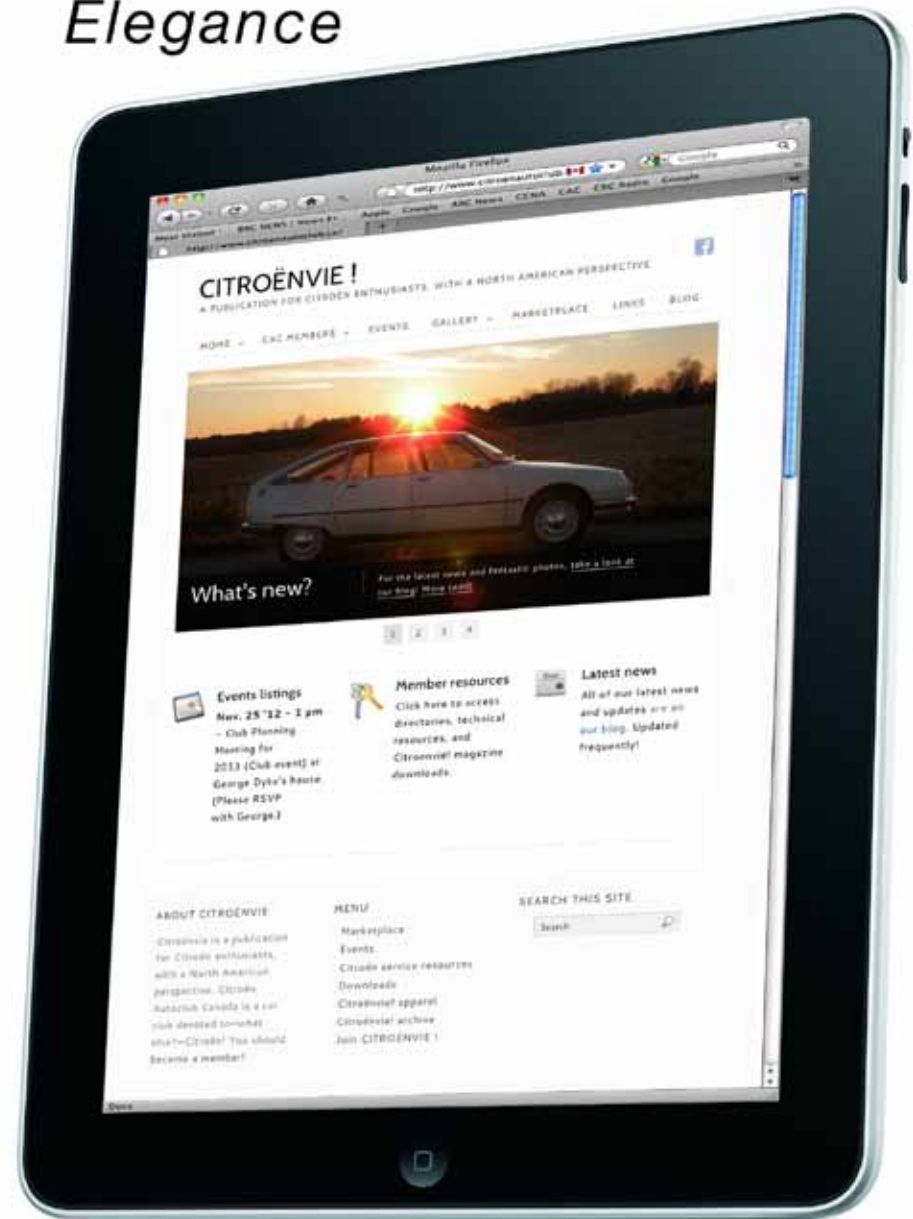
While French carmaker sales are soft, German manufacturers are doing well. Volkswagen sales hit a record high last year despite slowing sales in Western Europe. Volkswagen said it was optimistic for this year despite the economic problems in the Eurozone. The German carmaker sold 9.07 million cars last year, up 11% from 2011. Sales in North America and Asia-Pacific rose 26.2% and 23.3% respectively, helping to offset a 6.5% drop in sales in Western Europe, excluding Germany where sales were up 1.9%.

BMW touted similar success for 2012, reporting record annual sales, both for its core brand, and UK-based businesses Mini and Rolls-Royce. Overall sales totalled 1.85 million cars, up 11% from 2011. Sales of BMW vehicles made up the majority of this total, rising 12% to 1.54 million. Mini sales rose by 6% to 301,526. Rolls-Royce's sales increased by 1%. BMW Group sales in Asia were led by China, where they jumped by 40%. Sales rose in all its global regions, ranging from 1% growth in Europe, to 33% in Russia, 32% in Asia, and 14% in the US.

This all leaves analysts wondering just how Peugeot Citroën would achieve a turnaround. We know it has no plans to return to North America but...

*read more news about Mother Corp on page 22...* 

## Information with Elegance



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

## PSA and Bosch Unveil Hybrid that Uses Compressed Air

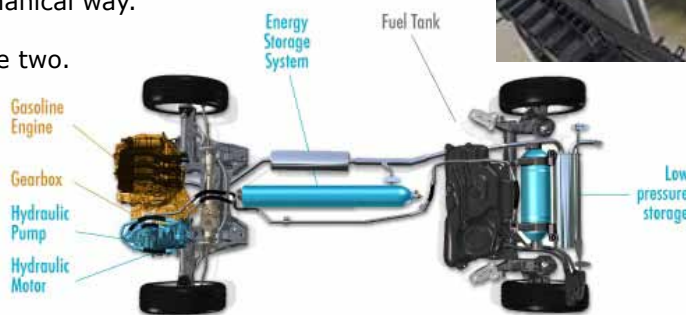
PSA Peugeot-Citroën announced plans on Jan. 23, 2013 to launch hybrid cars by 2016 that are partially powered by compressed air. Developed with supplier Robert Bosch, PSA's Hybrid-air system replaces the electrons generated in electric hybrid cars with air molecules, thereby eliminating heavy expensive batteries and complex wiring, instead utilizing compressed air tanks.

It's a simpler mechanical approach that works using a small 3-cylinder gasoline engine, special hydraulics and an adapted gearbox along with compressed air cylinders that store and release energy. The air compression system can re-use all the energy normally lost when slowing down and braking. The motor and a pump are in the engine bay, fed by a compressed air tank underneath the car, running parallel to the exhaust.

The hybrid-air powertrain allows for the vehicle to be driven in three ways:

- 1) In a conventional mechanical way.
- 2) Hydraulically.
- 3) By a combination of the two.

In city driving conditions, the vehicle can travel on emission-free, compressed air power as much as 80 percent of the time with the gasoline engine turned off. Fuel economy jumps to 2.9 l/100 km (81 mpg).



Overall emission reductions are impressive: PSA claims a prototype Hybrid-air subcompact emitted 72 grams of CO2 per km, compared with 104 grams for a Peugeot 208 model with the same combustion engine.

Air power is used solely for city use, automatically activated below 43mph and available for '60 to 80 per cent of the time in city driving'. The hybrid hydraulic power unit weighs about 100 kg, half that of other typical hybrids.

Bosch said the technology can be combined with any conventional engine and is suitable for all passenger-car segments and light delivery trucks in urban traffic. "This hydraulic-mechanical powertrain system results in a hybrid powertrain that is more cost-effective, robust, and service-friendly. In addition, it does not require any special infrastructure, and can be deployed anywhere in the world."



While it may be a simpler solution than electric hybrids, some question its viability, citing concerns such as:

- 1) The evolving efficiencies (size/cost/power) in electrical hybrids.
- 2) Size and placement of air tanks as opposed to batteries that can be smaller and therefore more discretely packaged.
- 3) How effectively does the Hybrid-air system deal with the volume density of compressed air energy which is relatively low? Can it deliver the effective power in real world driving situation and do so with low maintenance costs?

It will be interesting to see what innovations PSA and Bosch deliver to overcome these limitations.

PSA further touted that General Motors will likely use the technology as part of its alliance agreement with PSA.

Both Peugeot and Citroën said they will produce models with the hybrid hydraulic engine in its minicar and subcompacts introducing the technology in their cars simultaneously. We wonder if Citroën will debut Hybrid-air as part of their revolutionary new small car they claim to be developing that will pay homage to the legendary 2CV.



See an animaton demonstration video here:

[http://www.youtube.com/watch?feature=player\\_embedded&v=rjqFihLltSY](http://www.youtube.com/watch?feature=player_embedded&v=rjqFihLltSY)

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## Citroën Sightings in the USA...

On January 7, 2013 Jorge Tavares was traveling on Route 280 in NJ when he spotted something familiar: Double Chevrons!

Doing a double take as he was approaching his exit, he literally had 3 seconds to cut in front of another car, reach for his phone and take a picture! He apologizes for the soft focus quality, but everything happened so fast...

Anyway, Jorge assures us it's a C3, on top of a car carrier! Where it came from and where it is going to, is a mystery. He noted that the other cars on the carrier, had been involved in accidents. We certainly hope that the C3 was not going to the crusher!

Since there's no way a new C3 can be legally imported by us mortals, our guess is it was either impounded on the New Jersey docks because someone tried to import it and got a nasty surprise that new Citroëns are not allowed, or one of the automotive manufacturers (like GM or Ford) was importing it to dissect and study, which they can legally do, but they can't license the cars on the road afterward.

Another possibility, though doubtful if it was with other damaged cars, is that it may have been going to a location shoot for a Citroën commercial. In the past Citroën has shot commercials for various models here. They seem to love the North American backdrop of scenic roads and urban landscapes.

In any event Jorge. thanks for sharing your find!

*P.S. If you saw this in Canada, we would say it was destined for a cold weather environmental test. Many foreign cars (not sold in Canada) get imported and sent way up north to see how they do in extreme cold.*

**Keep current with our CITROËNVIE Online Blog**  
<http://blog.citroenvie.com/>



On October 21, 2012 George Dyke spotted this Citroën Xsara Picasso driving north on I75 in Ohio.

Xsara Picassos were manufactured from 1999–2008. This is an early model but even so, it is not 25 years old.

Since there were Ohio plates on the vehicle, we have to assume it is steet legal. But how?



## San Francisco gets a H-Van Parkette - but for How Long?

There's been a municipal conversion program in various San Francisco neighborhoods changing parking spaces to "parklets". 38 parking spaces have been transformed so far. Local residents in the Marina area, at the corner of Filbert and Fillmore streets, got a French inspired surprise in November when a parklet appeared incorporating a book-ended Citroen H-Van. Two parking spaces were sacrificed along with the H-Van that was cut in two, accommodating bicycle parking, wooden benches and a table.

The locals weren't the only ones surprised by the parklet design. Rapha Cycle Club, which specializes in bicycling gear and also sells coffee, received a "thumbs-up" verbal agreement from







Left: Isabella Baker talks to Jonathon Rocket, both from New York, at the H-Van parklet outside Rapha Cycle Club.

Photos: Sean Havey, The Chronicle / SF. © Hearst Communications Ltd.

the city. They selected a local design from, Rebar, to create a relaxed public space with the grueling ethos of long-distance cycling. They found an H-Van that had been used as a supply vehicle in events such as the Tour de France. But they started installation of the parklet before a permit was issued. So now the project is in jeopardy. Rapha Cycle Club is trying to figure out how to salvage their \$40,000 investment while keeping both residents and local government happy.

Rapha's nook, like all other parklets, is open to anyone who wishes to linger. Sponsors pay the installation costs and



provide ongoing maintenance but aren't liable for lost parking meter revenues; the city's policy since the program's debut in 2010 is that the addition of public space along busy sidewalks is worth the trade-off.

With an outlay of \$40K, we have to wonder why plain metal panels were used for the street sidewall. They look out of place and like they were just dumped there. Why wasn't the H-Van stretched so that everything, the front, back and nook area in between were on one platform sitting on 4 wheels. And that would have enabled the whole parklet to be moved as needed.

In its unapproved state, some feel that one solution to conform would be to remove the vehicular aspects and let the seating remain. In short, axe the H-Van. Others want the parklet gone altogether. If it is tossed off the street, put us down for a H-Van lawn ornament!

More info on the design can be found here: <http://www.theatlanticcities.com/commute/2012/11/san-franciscos-new-bike-parklet-dismembered-citroen-h-van/3933/>



## Can't Open Your SM Gas Tank Door?

Here's a repair tip from CITROENVIE member George Klein:

- Get a one inch surgical rubber tube and two 8mm nut/bolts.
- Remove the door popping mechanism. There are two bolts holding it.
- Remove the old rubber bumpers. Keep one for the size.
- Clean / de-grease.
- Insert bolt into tube. The head of the bolt stays on top inside the tube. Press the tube trough the hole, keeping the head on top.
- Apply washer on the back and tighten nut. The washer will flatten the tube on the bottom end.
- Trim tube on top to size and then re-install the door popping mechanism.

Surgical rubber tube will last forever and will not get hard.



## Importing a Classic Car into Canada

by George Dyke

We are frequently asked "How easy is it to import a Citroën into Canada?" And though we always try to answer questions personally, we felt this topic should be an article. One all our readers might benefit from. Although this article pertains to Canada, if you are looking to import into the US, much of what we'll cover here is applicable. The main difference is that for a classic car to be imported into the USA it must be 25 years or older. In Canada the age restriction is just 15 years. Let's look at the steps and processes you'll need to deal with if you want to purchase a car overseas and import it.

First of all it depends on where and how the car is arriving; There are 3 ways to ship a car to Canada:

One is by air. But since that cost is pretty much prohibitive for most of us, we'll leave that to the mega-millionaire car collectors who don't mind dropping upwards of \$25K to get their Bugatti from Monaco to Pebble Beach.

The second is container shipping. The car can be shipped all the way to your community, but it is very expensive. And it usually goes through Montreal where Canadian Customs and the dockworkers that handle the containers can be absolute idiots. I know of two people that had containers opened for inspection and in both cases the result was damage. In one case they decided to drag a DS out of the container by lifting the front of it with a forklift! (*See the resulting damage pictured right.*) I have heard similar horror stories from other people as well.

The cheaper way is something called RoRo. (Roll On, Roll Off), where the car is driven aboard the ship, and driven off. Canada has 2 ports that handle RoRo, Halifax and Vancouver. If you go the Ro/Ro route, try Wallenius Wilhelmsen Logistics. I have shipped three cars with them. They go from either Hamburg or Zeebrugge to Halifax. Here is their website: <http://www.2wglobal.com/www/productsServices/productsServices/ocean-Transportation/index.jsp>



RoRo shipping regulations require that the vehicle is shipped with less than a 1/4 tank of fuel.

Another thing you will want to do is put Marine Insurance on the vehicle. That way, if there is loss or damage in transit, you are not on the hook for it. Marine Insurance can be had from Colley Motorships Ltd. 11-3500 Boul De Maisonneuve O, Westmount QC, H3Z 3C1. Tel: 514-939-2366.



With RoRo delivery to Halifax, you have to pick the car up there or you can make arrangements with a Canadian transport company to bring the car to you. Let's say you live in Toronto, Ontario. You can get it transported by rail or by truck. Truck is the better way as the car jockeys that load and unload the cars on the train have been known to damage them. No matter how you ship the car, make sure you have pictures taken of it, thoroughly documenting it's condition, the moment it is put in the hands of the shipper.

I had a most unpleasant experience the first time I imported a car. It was a 1959 2CV that was shipped RoRo to Halifax. From there I made arrangements to ship by rail to Toronto. The 2CV had a centrifical clutch. Upon unloading from the train in Toronto, a car jockey stopped the vehicle getting out to open a gate to the bonded storage compound. The guy left the car in gear and sure enough, as he turned around while unlocking the gate, the 2CV was headed straight towards him. He jumped out of the way but the car went

by him and into a concrete pole. I got a call that the car was damaged and they blamed me for giving them an unsafe vehicle! I had even ensured that operating instructions were included in the car, clipped right on the steering wheel. Fortunately the chassis was not damaged. It missed impacting



Remember to save all the paperwork! When registering your car in your province, you'll need everything!

If the car is at Canada Customs in Toronto, the first thing you need to do is get it out of there. If the car is decent enough that you think it merely needs certification and it's good to drive, the best thing to do is get it transported directly to the garage that you plan to have issue the safety certificate. I have been fortunate enough to have Thorsons keep the car on their truck when it cleared Canada Customs in Toronto and deliver it right to me. But if you can't be that lucky, then you'll have to invest some additional \$\$ to move it on a trailer yourself or with another towing company. Of course, if the car needs repairs prior to certification, take it directly to where the repairs are to be made.

with the pole by about 5 mm. But the car was a mess (*as you can see in the above photos*). Moreover the insurance company didn't want to pay. After much arguing I finally won my case (because the damage happened in transit and while the car was still in bond, and I had pictures of the car unmarked to prove it) but even so I had quite a fight to get compensated and the car repaired. The insurance company claimed that the marine insurance I bought only covered damage on ocean. I reponded that was bunk and countered that the car was covered until it was released to me, out of bond, in Toronto. Ultimately they saw it my way. However, I still had all the hassle of finding parts and repairing the vehicle because of the rail shipment.

For the other cars I have brought over, I (and others) have used, without incident, a company called Thorsons for enclosed vehicle transportation from Halifax to Toronto. They are at 318 Rexdale Boulevard Toronto, ON, M9W 1R6. Phone: (416) 742-0854.

The moment the car arrives on our fair shores, Canadian Customs will want to ensure the car is clean of contraband, like drugs for instance, and of things like Mad Cow Disease. Make sure it is thoroughly cleaned inside, and on the underside, before it is shipped. Doing so will hopefully have Agriculture Canada not requiring that it be steam washed here at the port of entry and dinging you for about \$200 for their efforts.

Once in Canada, you'll need to show customs a clear trace of paperwork from the European owner to you, and the price you paid, with receipts. If you use a vehicle transportation company you have to send them that documentation. If you bought the car in France, have the "carte gris" in your possession as well, proving that the car has been properly "de-registered" with the French government. Canada Customs will charge you 6% GST and a 6.1% tariff (totaling 12.1%) plus their shipping charges. Note; - You'll also need to pay the PST when you license the car locally.

Canada Customs will give you a K-22 form (I think that's what its called) which allows the car to be taken out of Canada Customs' bonded warehouse. A storage charge may apply. (Usually \$50.00CDN)

Once the car is in Ontario, before you can drive it on the road, it has to be safety tested and the certificate issued. The safety needs to be done by a certified garage. Note that once you do get the safety certificate it is only valid for 30 days, so you will need to get the car plated within that time or you'll have go through the safety certification process again.

Next you'll need to get an appraisal done on the vehicle to show that its condition is indeed inline with what you paid for it. Use a certified auto appraiser for that. I recommend Dean Renwick of Antique & Classic Auto Appraisal Service. Tel: 416-252-3983. Email: trustpave@hotmail.com

Also in Ontario remember that a Drive Clean certificate is required on all cars 1988 and older. That is why you don't want to buy a 2CV that is newer than 1987. You will have a heck of time getting it past emissions testing. (I can write a whole other article on that nightmare.)

Once you have the appraisal and the safety, the next step is to make sure you have road insurance on the car. You cannot register it in Ontario and get license plates without insurance. Most people insure their cars as classics and get reduced insurance costs. On our website are insurance brokers that handle such policies.

With all that done, go to the Ontario vehicle registration office and you should be able to get plates and drive your car. In some cases the vehicle registration office in Ontario may demand a translation of the registration certificate if it is a language other than English or French. I ran into this snag with a GS I imported from The Netherlands. It was solved by having a translator write out the document in English and notarizing it. (Yet another expense and another trip back to the registration office).

So there you have it; - How to import a classic car from overseas into Canada. A lot of legwork, many phone calls, emails, etc, but it is do-able.

I hope this helps and best of luck!



## 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 Citroën-esque.

### Feature URL's:

This Citroen Classics site by Darrin and Kristina Brownhill features a parts shop and service tips to enable not just their London UK customers, but those all over the world to source information. It's a great resource!



<http://citroenclassics.wordpress.com/>

CITROËNVIE member Pierre Cambillard sent us this Traction cabrio video of the gathering in Nice and Monaco on June 8, 2011. It's amazing to see the various models!



[http://www.youtube.com/watch?feature=player\\_embedded&v=BiJ7rtnXavw#!](http://www.youtube.com/watch?feature=player_embedded&v=BiJ7rtnXavw#!)

Jaguar Mk2 vs Citroën DS auto chase. Bit of fun from a British ITC production action film. The Jag loses in the end in a rather spectacular way!



<http://www.youtube.com/watch?v=i1tLPnFzeq8&feature=related>

A very nice 13 minute video of the 2011 Saratoga Springs NY Rendezvous, produced by David Lum.



<http://www.youtube.com/watch?v=clgDOPci1Io>

A fun Marcello Mastroianni movie clip from the mid-1960's featuring a clear roof DS!



<http://www.youtube.com/watch?v=3W8RdwVz2vs&playnext=1&list=PLA2A17C5852941AB6>

Here's a video of a 2CV flip in the 2CV cross Valkenswaard 2009 race.



[http://www.garagetv.be/video-galerij/stopandgotv/filmpje\\_2cv\\_cross\\_valkenswaard\\_2009\\_rollover\\_crash.aspx](http://www.garagetv.be/video-galerij/stopandgotv/filmpje_2cv_cross_valkenswaard_2009_rollover_crash.aspx)

Peacock Engineering (Citroën DS and SM specialists) in the UK have this photo gallery of a 4 door convertible conversion of a 1974 RHD DS 23 semi automatic sedan. Most interesting is the requirement that it looked like a standard DS sedan with the roof on.



[http://www.citroen-dsm.co.uk/4\\_door\\_Decap.htm](http://www.citroen-dsm.co.uk/4_door_Decap.htm)



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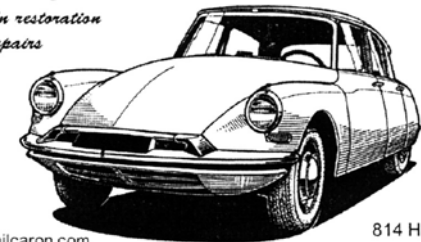
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\$12,500. Price \$10,500 CDN firm. Phone Rob 519.345.2184 email beechwood@cyg.net ON 9/11

**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

**Deadline for Next Issue Ads: June 1, 2013**

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**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



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

### **1968 DS20 Break.**

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---

### **Wanted:**

An Autovox 3 band radio for a Citroën DS. I believe the part # 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

I am a vintage motorcar collector/restorer, and very much like the vintage, circa 1900-1903 Panhard Motorcar. I am interested in purchasing copies of engine/chassis prints or detailed photographs of these lovely, historical motorcars. Hoping to hearing from you! Contact Don: donscho430@aol.com 2/13

---

### **Parts For Sale:**

George Klein - SM Determination

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

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

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

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



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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...



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## CX Engineering Marvel in Vancouver

by Harjeet Kalsi

Here it is! The only known and documented Automatic Transmission equipped Citroën CX 25 TRD Turbo 2 (Intercooled 2.5L TurboDiesel) in the world!

Runs and drives fantastic! Better than I had even dreamed. The gear ratios suit the engine beautifully! Shifts are so smooth and quick that the boost doesn't even flicker between changes, giving a continuous, electric motor like surge of acceleration.

Acceleration seems as strong as the original 5 speed. Top speed is definitely less because of the lower final drive, but here in Vancouver, BC, where the highway speed limit is 100-120kph, it's irrelevant that it has been cut from 188kph to about 165kph!

*Right: Previously I had installed a Mustang T-5 shifter that gave less than half the travel of the stock shifter. I never enjoyed the shift quality of the manual Citroën box.*



Above left: CX Automatic Right: Transmission coupled and installed.

Considering the automatic bits bolt-in perfectly, why the factory didn't produce them is a mystery. Probably PSA didn't want the CX competing with their top prestige car, the Peugeot 604 TD Auto - which incidentally used the same ZF3HP-22 gearbox, but in RWD form.



Above and right: Engine bay with parts installed.

Left: What it takes in parts to convert a Diesel CX Manual to an Automatic transmission!

Detailed pictures of the conversion process can be found at these 3 URLs:  
[http://www.flickr.com/photos/harjeet\\_s\\_kalsi/sets/72157632362589921/](http://www.flickr.com/photos/harjeet_s_kalsi/sets/72157632362589921/)  
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## CITROËNVIE GALLERY



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*Field of Dreams - The Citroën fleet of MCDA -  
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