

# FRONT DRIVE

Australia's National Magazine  
For Citroën Owners And Enthusiasts



Celebrating 70 years of the 2CV



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## POSTAL ADDRESS

CITROËN CLASSIC OWNERS CLUB of AUSTRALIA Inc.

The address of the Club and this magazine is, PO Box 52, Balwyn, Victoria, 3103.

The Club's website is,  
www.citroenclassic.org.au

Citroën Classic Owners Club of Australia Inc is a member of the Association of Motoring Clubs.

The views expressed in this publication are not necessarily those of CCOCA or its Committee. Neither CCOCA nor its Committee can accept responsibility for any mechanical advice printed in, or adopted from this publication.

The Club cannot accept any responsibility for, or involvement in, any business relationship that may occur between an advertiser and a member of the Club.

Annual membership is \$55. For overseas membership add \$17.50.

## MEETINGS

Club meetings are held on the fourth Wednesday of every month [except December] at 7.30 pm. The venue is the Frog Hollow Reserve Rooms, Fordham Ave., Camberwell. Melway 60, B3

## CLUB PERMITS

Club Permit applications to Vicroads must be accompanied by a RWC (pre 1949 cars can be inspected by a club safety officer), ownership validation and Vicroads forms endorsed by the club including financial validation.

New Permit holders must supply the club with approved photos, club permit number and expiry date.

Club permit renewals can be sent to PO Box 52 Balwyn, Victoria. 3103 with a stamped return envelope or signed at club meetings/events if the appropriate officers are present.

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## COVER IMAGE

Not a car, but a way of life.

FRONT. 2CV of Candy Leigh at a wet Flemington Classic Showcase 19-2-2017.

REAR COVER. Last 2CV built in France, and the final 2CV, a duo grey Charlston VIN AZKA-000KA4813. built in Portugal.

## LIFE MEMBERS

The committee awards life membership to Club members in recognition of their contribution to, and support of, the Club. Life members are:

Jack Weaver	1991
Peter Boyle	2003
Rob Little	2012
Ted Cross	2012
Brian Wade	2017
Sue Bryant	2017

## OTHER CLUBS

Vic	www.citcarclub.org.au
NSW	www.citroencarclub.org.au
QLD	www.citroenclubqld.org
SA	http://clubcitroensa.com
WA	www.citroenwa.com
Tas	www.citroentas.org

## DEADLINE

The deadline for the next edition of Front Drive is Monday November 12.

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### CONTRIBUTORS TO THIS ISSUE

Peter Robinson  
Lee Dennes





## ED SED

Welcome to this issue celebrating 70 years of the tin snail. There has been so much said, written about and done with the 2CV, this newsletter can only give you a mere glimpse at the good, bad and ugly tales of the 2CV.

The 2CV was unveiled at the 1948 Paris Motor Show but due to steel shortages and production glitches did not reach paying customers until early 1949, with the first cars going to priority customers such as doctors and vets etc, ie people who would rack up many kilometers early in the car's life. This was to allow faults that had slipped through to be corrected before the mainstream buyers had their chance to try and break the 2CV. Remember it was initially perceived as light and flimsy.

Waiting lists stretched out to about 5 years, with production peaking in 1966, trailing off, then jumping to almost 1966 levels in 1974, just after the 1973 Arab Oil Embargo that saw crude oil price quadruple. As other car choices increased and their prices fell, as well as safety and environmental concerns taking priority and with no updated successor, the end in 1990 was inevitable. The final nail in the coffin being the manual assembly, almost unchanged since 1948, which was costly (labour) and incompatible with Robots and computer assembly.

I had been saving the story of Robyn Barlow's 2CV for this issue, unfortunately changed circumstances (lack of secure storage) forced Robyn to sell the car. Rumour has it the car will reappear after a few tweaks.

Being a little pressed for space I have not included any details of Teddie's Terrific Tour to Katanning pre Easter 2019, details are on the Club Website.

A correction, member Peter Simmenauer recently in Europe, hired a Toyota Aygo (mentioned in the last issue) and pointed out it was smaller than a Yaris and the diesel version was discontinued in 2007. Thanks Peter.

You may be amused to know that members own approximately 1 2CV to every 2 tractions, but since many tractions are awaiting some TLC, the useable numbers roughly balance.

Russell Wade. Editor



Celebrating 70 years of the 2CV



## ACTING PREZ SEZ

This is a very special edition for me. Celebrating seventy years of the famous 2CV- the very first of the A series Citroëns which remained in production for over forty years. Keep reading this edition and see what Russell has in store for you.

My very first Citroën was a Traction Avant and I still own two of these after a Citroën love-affair lasting more than thirty years. It did not take me very long to admire the 2CV and I purchased a cheap and cheerful one from club member Jon Faine. David Gries was another person who influenced me the most with his complete and utter enthusiasm for all things 2CV, and I learned to appreciate the unique design and simplicity of these little gems.

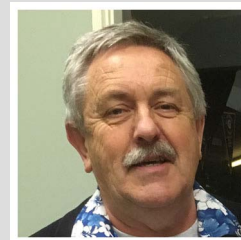
One thing led to another and more 2CV's arrived over the years and I still have most of them. I think the amazing thing about these seemingly fragile cars is that they are so reliable and forgiving. As you may know we have undertaken a few raids in our Red and White Dolly. We have done over forty thousand miles (it is an Ex UK car) enjoying this car on mainly club runs and Raids and it has been all around Australia. I think if I could only keep one of my hobby cars, it would be a 2CV that I would keep.

If you are living near Melbourne, we have the French Car Festival coming up soon. Both CCCV and CCOCA are running this event together, and of course we are hoping to attract the attendance of 70 2CV's, so if you have a 2CV why not come along and join us. Of course interstate members are most welcome to come along.

Finally, if you like to plan ahead like me, please consider attending the 100 years of Citroën anniversary event in France closely followed by the 2CV world meeting in Croatia. And then you could also consider the 2CV event from Vladivostok to Paris being proposed by club member Paul Osborn also in 2019. 2019 is going to be a big year.

Ted Cross.

Acting President.



Celebrating 70 years of the 2CV





## CELEBRATING 70 YEARS OF THE 2CV

Here, a deux chevaux-vapeur (two steam horses) meets a real steam engine, at Wantirna Steamfest



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## ACTIVITIES

### OCTOBER

Tuesday	2	Chit Chat Tuesday.
Friday	12 to 14	Motorclassica.
Monday	15	Committee Meeting.
Wednesday	24	General Meeting. 70th Anniversary Celebration for the 2CV.
Thursday	25	Boy's Day Out.
Sunday	28	French Car Festival.

### NOVEMBER

Tuesday	6	Chit Chat Tuesday. Melbourne Cup Day.
Monday	12 to 16	High Country Adventure.
Monday	19	Committee Meeting.
Thursday	22	Boy's Day Out.
Sat/Sun	25/26	Geelong Revival.
Wednesday	28	General Meeting. Peter Sandow Travelogue.

### DECEMBER

Tuesday	4	Chit Chat Tuesday.
Wednesday	15	Christmas BBQ RSVP Mon 3rd Dec <a href="mailto:activities@citroenclassic.org.au">activities@citroenclassic.org.au</a>
Thursday	20	Boy's Day Out.







**Are you lucky enough to be the owner of one of the several million 2CV's that were manufactured?**

Come along and celebrate the 70<sup>th</sup> birthday of this iconic little car.

Everyone welcome, 2CV or not

YES, there will be cake!

## *70th Fête d'anniversaire deux chevaux*



*Paris Salon 7 October 1948*

Where: Frog Hollow Reserve  
When: 24 October  
Why: 70<sup>th</sup> Birthday Celebrations for the 2CV  
Bring: Everything for a BBQ/Picnic  
Time: 5.30pm  
RSVP: For the cake of course. Monday 15 October 2018



Lee Dennes 0438 286 181

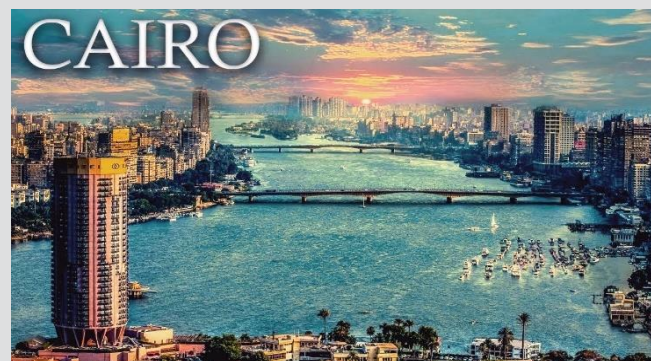
[l.dennes@bigpond.net.au](mailto:l.dennes@bigpond.net.au)

## **MONTH: NOVEMBER**

**EVENT:** *General Meeting  
Showcasing Peter Sandow and Wendy's recent trip to London, Cornwall and Cairo*



**WHEN:** *Wednesday 28 November*  
**TIME:** *7.30 pm*  
**WHERE:** *Frog Hollow Reserve*  
**RSVP:** *Preferred Friday 23 November  
Lee Dennes 0438 286 181*



*Peter and Wendy have recently returned from a very interesting and diverse holiday. Come along and hear about their tales of wonder and intrigue in the far-off distant places of London, Cornwall and Egypt.*



## MONTH ONGOING

### CHIT-CHAT TUESDAY

Chit-Chat Tuesday continues the first Tuesday of every month at the Blue Ray Café, McCrae opposite the lighthouse from 10.30 onwards. This is a low key "DIY" event for like minded Citroën owners to meet and chat.

Contact: Warwick Spinaze 0407 016 719

### BOY'S DAY OUT

**WHEN:** The fourth Thursday each month and the third Thursday in December.  
**TIME:** 10.30 am for 11.30 departure.  
Leaving from 1/29 Everist Rd, Ocean Grove Industrial Estate  
**WHERE:** Portarlington Golf Club  
**COST:** Lunch is \$10-\$12, plus drinks  
**BOOKINGS:** Not Essential  
**BRING:** An interesting car  
**CONTACT:** Mike Killingsworth 0417 552 446



The "Boy's Day Out" is designed for blokes to get together and talk about cars or anything else to their heart's content. We meet at Mike's shed and embark on a short drive around the Bellarine, stopping on the grass at Portarlington for a chat before proceeding to the Golf Club for lunch. There we have a private room and conduct a raffle (tickets are free) for a magnum of wine and maybe a dinner voucher. After lunch everyone is free to travel home at their leisure.

It's definitely designed for the boys rather than couples and the only other requirement is to bring an interesting car (we're not pedantic about that - just don't want a procession of SUVs!) We do get some interesting cars of all ages. The definition of interesting may be shape, age (very new or old), rarity, performance etc. Or maybe just an old Holden Statesman with a wardrobe tied to its roof!! Of course ANY Citroën is welcome!



Celebrating 70 years of the 2CV



The Association of Citroën Enthusiasts is proud to host the 51st annual Easter Cit-in. The Cit-in is held by Citroën car clubs that are members of the Combine Citroën Car Clubs of Australia. ACE is pleased to host its fourth Easter Cit-in.

### ACE Easter Cit-in 2019



Celebrating 100 years of Citroën  
Katanning Western Australia  
Friday, April 19 - Monday April 22.



The first delivery of a Citroën automobile was of a Citroën Type A as in the photo above. The Citroën Type A was delivered to Mr Testemolle de Beaulieu in Dordogne France on July 4 1919. The Citroën cars were produced at the Quai De Javel factory.



### ACE CIT-IN Katanning Easter 2019



Celebrating the 100 years of Citroën Automobiles and 51 years of Cit-in.



#### PROGRAM

Friday April 19  
Registration 3.00pm to 6.00pm  
Welcome  
Finger food

Saturday April 20  
Show and shine  
Lunch  
Free afternoon  
Dinner and entertainment

Sunday April 21  
Morning church services  
Easter egg hunt  
Observation run  
Lunch  
Formal dinner  
Presentation and prize giving  
Cit-in 2020 launch

Monday  
Breakfast  
Farewells and post Cit-in run.

The Shire of Katanning is centrally located in the 'heart' of the Great Southern. It offers the advantages of a rural lifestyle, with the convenience of easy access to the cities of Perth, Albany and Bunbury. While the area is essentially agricultural, the town is a regional centre with access to a range of recreation and leisure facilities, government, health and education services, as well as a diverse retail and business district. The townsite is situated on the Great Southern Highway, with the main entrance framed by the picturesque and adventurous All Ages Playground and the newly completed Welcome to Katanning roundabout. Perth is 286km to the north and Albany is 173km to the south. Adelaide is 2,599km to the east. Melbourne 3,325km. Sydney 3,841km.



ACE cars. This is Sanger's Box.



ACE cars, Elizabeth with Arts, electric, Morison 20v and Elizabeth AK400.

A statue of Frederick Henry Piesse (by sculptor Pietro Porcelli) was erected in 1916 and stands beside the railway line in Austral Terrace. The Piesse family constructed a regal mansion which was named "Kobeelya" and after being used for many years as a girls' boarding school, is now a conference centre managed by the local Baptist church.

Katanning features a unique playground of oversized structures named the "All Ages Playground". The town has many other attractions, including a state of the art recreation, leisure and function centre.

Katanning has a relatively large Muslim population, of about 350 people, and consequently has a mosque. The vast majority of local Muslims originated in the Cocos (Keeling) Islands, and travelled to Katanning to work in the local abattoir, which was established in the late 1970s.

Other religious buildings include churches from Anglican, Baptist, Catholic, Lutheran, Seventh Day Adventist, Uniting, and Wesleyan denominations, along with a Jehovah's Witness Kingdom Hall.

The town also has a castle-like structure which was built as a winery. The town's entrance features an antique truck loaded with imitation wool bales, a windmill, and several sculptures of sheep made from corrugated iron.

For an interactive Registration Form visit <http://citroenwa.org.au/cit-in-easter-2019> Click on the form, complete, save to your computer and then email your registration to Jack Gibney at [lovemonkey@westnet.com.au](mailto:lovemonkey@westnet.com.au)



Celebrating 70 years of the 2CV







#### SHOWROOM APPEAL

Left. Painted with modern water based paint. This 1987 AC MK IV Cobra has a very "plastic" appearance, yet paradoxically it is one of the last built using the AC name in the original hand formed aluminium format, and not a plastic (fibreglass) replica. Right. Showroom variety includes Indian motorcycle.



Left. Pay your money and they will restore anything, split screen Kombis have become incredibly valuable, while BMW Isettas are very rare in Australia.

Below left. A Healey chassis frame (without outer panels) on the rotisserie, having the unseen parts attended to.

Below right. All rubbed down and masked up, a Healey awaits its turn in the paint booth.



FRENCH TEMPTRESS. The Facel Vega on our first visit 3 years ago, having her makeup redone.



On this visit, back to have her rear end attended to, shockers and joints.

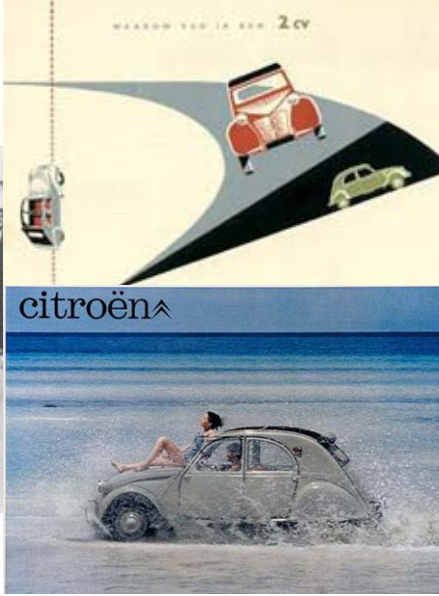
The elegant interior.

The elegant nose.





# PROMOTING THE 2CV



At the introduction of the 2CV in 1948/49 things were still very rustic away from the larger towns, as the forgotten parts of rural France slowly recovered from the war. To introduce the car to rural France, still with limited radio and press, a publicity caravan akin to the Tour de France travelled from village to village with crowds lining the streets. It was reported the child (upper right p 14) was not injured. With a waiting list of years most promotions centred about the 2CV as a family of 5 car, with the Raids (below) to emphasise its long term durability.

The yellow car on the left is I believe celebrating Citroën's 75<sup>th</sup> birthday, the art deco add above is from the late fifties, while the beach scene is a Robert Delpire add from 1965.



Lining up in Paris before the start of the 1970 Paris-Kabul-Paris run; an impressive display of 2CVs and derivatives with their enthusiastic owners





**The following article was first published in Japan's Car Graphic magazine in 1987.**  
**The author, Peter Robinson, was the Editor for Wheels Magazine during 1971- 1987.**  
**He has kindly granted permission for Front Drive to republish it.**

Peter writes today:

I ran the 2CV as a second car for two years before moving to Italy for work in late 1988. It then became wheels for my eldest son who used it daily to travel from Sydney's northern beaches to Macquarie university. In his last year at University he made a film called Winners. The 8-mm colour film was shot at St Albans on the Hawkesbury River and featured a cameo of our 2CV. Years later, the Green Mohair Suits, a Sydney-based folk and bluegrass band, used snippets of that film in the black and white music video for their song 'We'll surely die'. When Simon decided to go travelling in 1994 we placed it in storage for a year and then he used it for a time while working in Sydney and before he moved to New Zealand. The 2CV was sold in mid-1995 with just over 50,000 miles (miles not kms) on the odo for \$9500. Should have kept it, of course. I still miss the little car and wish more than ever that it was still mine.



Peter's wife Erica bringing home the Christmas tree.  
Who needs an SUV?

They don't sell Citroen 2CVs in Australia, haven't done so since 1955 when The Duck's engine was 425 cm3 small and it produced a frightening 12 bhp. That was sufficient, just, to propel the strange little French car with the corrugated washboard bonnet to 71 km/h, while the standing 400m took a miserable 32 seconds. Australians never took to the car's ugly styling and the price was simply too high, forcing the 2CV into a class which even 62 mpg couldn't overcome. It was withdrawn from sale about the time the first DS19s arrived and officially hasn't been seen here since. I've always had a sneaking regard; my wife would say a desperate passion for Citroen and not just the D-series or the SM or the GS or the Light 15 but also the 2CV. Why, I used to ask anybody who would listen, can't this most honest of cars be sold in Australia? In later years, the excuse was always Australian design rules and safety requirements and emission standards and, later still, unleaded fuel. Nonetheless, I argued, the 2CV epitomized the genre of cars the world, including Australia, needed. Few seriously listened to my pleadings. Didn't the market demand performance, air conditioners, smart modern styling and exotic sound systems?

I continued to see the 2CV on my travels to Europe, very occasionally got to drive an example and every few years published a story in Wheels magazine, which I edited for almost 17 years between 1971 and 1987, on some contributor's experiences in the little car, fighting, I recognized, a losing battle, to convince people who were used to at least three litres of six-cylinder power and automatic transmissions, that the Citroen was the answer to somebody's motoring needs. My dreams of owning such a car were pure fantasy. Or so I thought. In late 1984 I stayed with my friend Steve Copley, who at the time was the Editor of Britain's Car Magazine, in London. I'd borrowed a six-cylinder Jaguar XJS to sample the new 3.6 litre engine before it appeared in the new XJ40. Splendid on the British motorways but not so good around the congested streets of London, where a sharp clutch and notchy gear change made driving the Jag smoothly exceedingly difficult. My moaning induced Copley to offer me a drive in The Struggler, Steve's nickname for his bright red 2CV. I had hoped for nothing less. It had been at least 10 years since I'd crawled behind the wheel of one of these antiquated automotive misfits and I took it not knowing what to expect, Copley spent the weekend in the Jaguar.

What most staggered me was that I didn't miss the Jaguar at all. In fact, I preferred the 2CV in London, for its charm, its ease of driving and its practicality.



The performance was entirely adequate and I only rarely took it to the change-up points marked on the barely watch-sized speedometer. Sensibly, Copley only remembered to tell me to disregard these markings when I handed The Struggler back before flying home to Australia. The ride, I decided was still superb, the body lean dramatically, but not to the same extent as the early cars with their friction shock absorbers, and the seats were comfortable although their tube frames made entry and exiting, the car difficult.

The whole point to the 2CV was, and is, simple, this is pure transportation. It has no pretensions, no airs or graces and yet it does what it was designed to do with captivating honesty that is unrivalled. Sure, it's basic. Copley's was the Special, which means it didn't have a passenger's sun visor, or an interior light (he gave me a torch) or even floor lining for the boot, but does that matter when it cost, at the time \$6,500? I knew then the 2CVs days were numbered, that one day it would be replaced and the dash-board mounted gearchange and the enormous sunroof would disappear, I understood any replacement would have to be quicker and quieter and would no doubt handle more precisely but I doubted that it could be as roomy or retain as low a price. I came home totally determined to buy one. Somehow at the time Australia's import laws meant that if you owned a car outside the country for three months and then bought it back it could be registered as a tourist delivery car. And that's what I, and an increasingly number of Australians, have done. Ordering the car, paying for it from Australia collecting it as a right-hand drive model in London, driving it for three months overseas and shipping it back to Sydney and getting it registered, took almost two years for a variety of reasons that don't matter here. What is important is that in the garage immediately below my desk in the loft from which I'm writing this, is a 1986 blue 2CV.

By the time I'd paid duty and sales tax and shipping and insurance it had cost around \$6,500, a far cry from the price in Europe and about the same as a basic Mazda 323 in Australia. I still believe it was value for money. Yes, it is slow, and very noisy especially at 100 km/h on the expressways, it is blown around so badly in the wind, driving the car is like tacking in a yacht, the lack of an interior light is often annoying and the omission of a radio annoys my sons, though in truth I doubt if they could hear anything properly above the throb and thrash of the now 29 bhp, 602 cm<sup>3</sup> two cylinder air-cooled twin.

All of that is true but it doesn't stop my anticipation of a journey in The Duck. Often far more powerful cars, more exotic machines, on loan from various car companies, are left behind. Not for long trips granted, but to drive down to the railway station, or to do the weekly shopping, or best of all to meander gently through the countryside, sunroof rolled right back, not hurrying, but taking in the sights and smells, is to appreciate motoring in an old-fashioned sense that isn't ever encountered by most modern motorists in their air-conditioned cocoons.

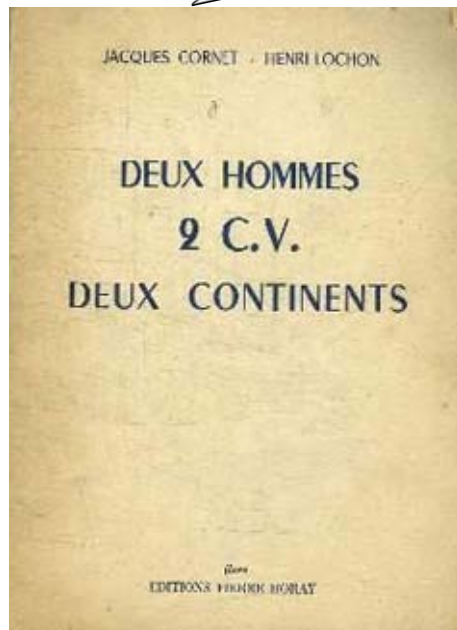
The 2CV is also utilitarian. Bookcases and Christmas trees sit up through the roof, once you remove the rear bench seat and the passenger's bucket and the suspension's vast travel and the skinny 125 x 15 Michelin X tyres have such grip that driving across our pasture beside the river, to pull out the pump that provides our home with most of its water supply, is accomplished with an ease that only 4wds can match. This is a truly functional machine, most happy when it is struggling manfully to compete some massive task or other. Yes, the 2CV deserves a place in the garages of all those people who admire integrity. Perhaps that's a comment that is also true of the NSU Ro80 that occupies the other half of my garage. But that's another story for another column.

Now the 2CV is out of production in France, the last car moving out of the ancient Levallois plant in Paris at the end of February, though the car is now made in much smaller numbers at Citroen's factory in Mangualde, in Portugal. In its great days during the '60s production reached 168,400 cars in one year but the decline in demand in the '80s, especially in France, has made it uneconomic to continue. Last year only 43,300 cars were produced and now they are coming out of the Mangualde factory at the rate of 85 per day and production in 1988 will amount to just under 20,000. Everybody knows that by the early 90s European design rules will kill the 2CV for good. But in 1988 we can celebrate 40 years of 2CV production and dream that one day a car maker will give the world another machine of such utter virtue.





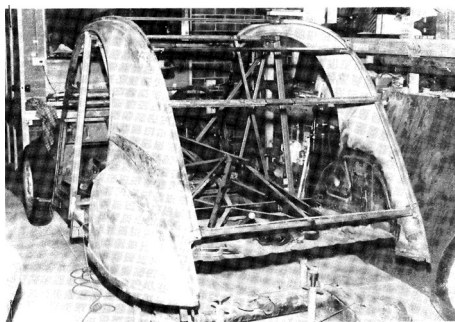
# HAD a FEW TOO MANY?



What inspired my 2CV madness? In the late Fifties I remember reading an extract from the 1954 book by Jaques Cornet and Henri Lochon, titled, Deux Hommes, 2CV, Deux Continents in my High School library, about their 367 day trip covering 52,000 kms. The highlight of this story in the National Geographic, was their progressive dismantling of the car (ie removing doors, seats, front guards etc) in an effort to reduce weight, so they could achieve the world altitude record for a motor vehicle, 5,420 metres on Mont Chacaltaya in Bolivie (French spelling). The altitude record had previously been held by a Model T Ford.

For those who have not heard of this story, it was one of several trips, partly sponsored by Citroën in their efforts to promote the 2CV in the early fifties.

**Number 1** Because 2CVs were as rare as..., I did not give up as I had seen one being loaded onto a trailer several years earlier. (See Number 3). My search, in the Trading Post (naturally) found an incomplete and non running (worn out) 2CV, missing seats, roof, headlights spare wheel etc. I then discovered a Club existed (CCOCA), so I joined up 40 years ago when the club was about one year old. In those days those who had parts jealously guarded them because the difficulty of getting parts for the early cars was almost insurmountable. This was because many people both here and overseas considered the poor performance of the early cars consigned them to the past (something to forget about). This car was later taken on by the late Roger Brundle to be made wider to fit on a GS floor pan. The photo shows the car while Roger had it, as a work in progress.



**Number 2.** To gain some of the parts needed to complete Number 1, I purchased this 1955 van from Janet Mathews, one of the original 47 breakaway members who started CC-OCA. After pulling it out of the proverbial blackberry bush and taking it home I discovered it was more worn out than Number 1, as it had been the service vehicle for Commonwealth Motors, the Citroën dealers in a'Beckett Street. (See left). Also after years of rough usage and neglect the thin panels had taken rust to new levels. I replaced some of the panels but then sold it to Ernie Wyld in Bendigo, and when last heard of it was in the Citroën collection at the Gail Trask winery in New Zealand.

**Number 3** Shortly after I moved into my present house 44 years ago (before this Citroën interest gained momentum), I noticed a partly dismantled 2CV being loaded onto a trailer at the house numbered one before mine (directly opposite). I later found out a Citroën enthusiast had passed away some time before I arrived in the street, and the 2CV was the last of his collection to go. Seeing this car confirmed that 2CVs existed in Australia, and so the search for Number 1 began. Some years later a dismantled 2CV was offered by Mike Veevers, the Printer of the Club Newsletter at the time. Having offloaded Number 1 & 2, both being 375cc (9 developed horsepower) I jumped at the chance to buy a "biggy" 425cc 12HP. I then discovered it was the same car the neighbours had loaded onto a trailer years before. This car also had moderate rust, I did some work on it and aquired some parts, then passed it on to Ted Cross, who later passed it on to Robin Smith who with the help of Mel Carey of Bairnsdale, finished it to it's present condition. At a recent AOMC meeting held in Geelong, I randomly sat next to a couple for lunch, who turned out to be the current owners of the very same car.







Number 4 Around 1980/81 at the French Car Festival I met member Phill Ward from South Australia. Phill mentioned that he had a 1974 2CV and might be interested in selling it. Over the next week the thought of having a useable 2CV kept recurring, so I phoned Phill, agreed a price, and the next weekend took

a flight to Adelaide. Phill met me at the Airport, he took me to his home, took my money, and then I had my first ride and drive in a 2CV complete with "roo bar" from Adelaide to Melbourne.

Over the next 8 or 9 years the car occasionally served as a daily driver, when breakdowns or car changes occurred, although when driving to school (I was a high school teacher) I parked a few streets away rather than attract attention by parking in the teachers carpark.

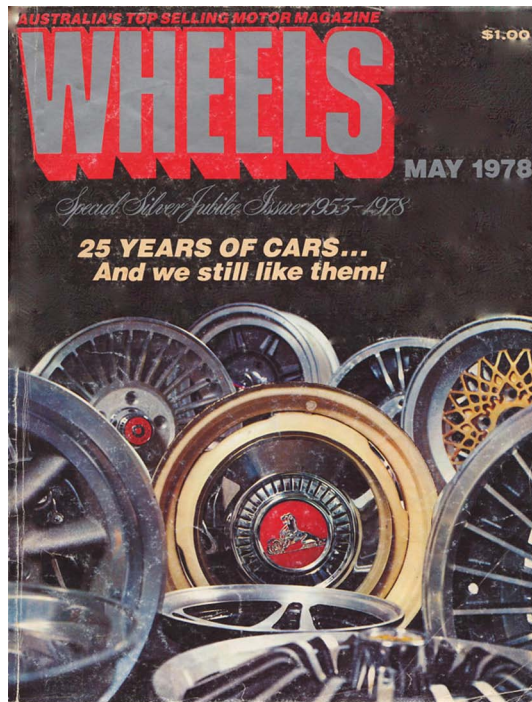
We managed to fit in two child seats, but the imminent arrival of a third child, meant that something between a 2CV and a Tarago was needed. As a few people have said, "How could you swap a 2CV for a kid?"



Like many hobby cars, this 2CV was given a name - Kermit. Not a feminine name, as is more common, but with that colour?

It was only a few years after buying this 2CV that I came across the write up featuring this same car in the 25<sup>th</sup> anniversary issue of Wheels magazine (on the following page).

The car was sold to a non car club guy in Melbourne, who later sold it to someone in Adelaide, present whereabouts unknown.



This is the first page of a five page article published in the May 1978 issue of Wheels magazine, it is reprinted with permission of the current copyright holder thanks to help from Peter Robinson, Editor of Wheels at the time. All of this made possible thanks to the contacts made by Lee Dennes.

The writer of this article, Romsey Quints is the alter ego of well known and respected motoring writer, the late Bill Tuckey, who left us in 2016.





# A DEUX CHEVAUX FOR QUINTS



Bereted and humming the Marseillaise, columnist Romsey Quints discovers the least changed car of the past 25 years.

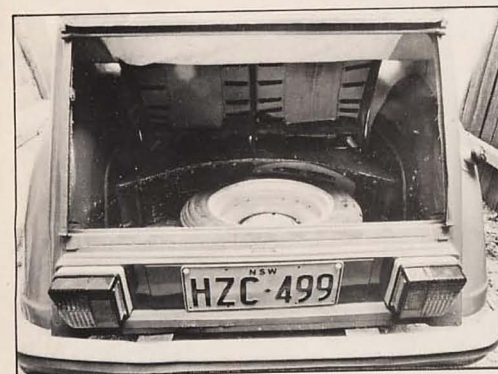
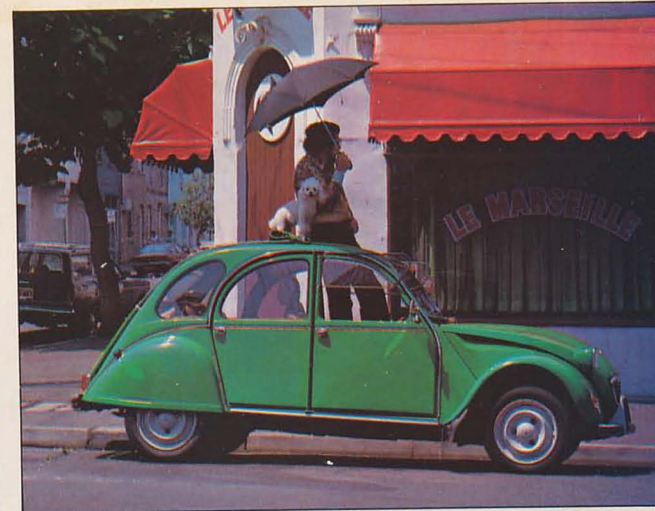
ONLY THE French could have invented the Deux Chevaux. Outside France I find the French almost obscenely arrogant in their conviction that anyone born outside France is an ignorant foreigner. Inside France they are charming, insouciant and even elegant. They live with style — and style does not always involve having money. Any nation that discovered how to eat snails, truffles and frog's legs (they're actually thighs, and most of them come from Korea these days) can't be all bad. And they did invent the 2CV. Editor Peter-The-Baptist Robinson decided that we should honor the least changed car of the past 25 years that

was in production when WHEELS started in 1953 and was still going. I was surprised; like most people I had tended to ignore Deux Chevaux in the hope that they were merely the product of my fevered brain and that if I pretended they weren't there they would go away. Then, at The Baptist's prodding, I grudgingly admitted that I had years ago bought Mrs Quints a Renault R4, which was Renault's more civilised copy of the 2CV, and that it had sported charcoal grey paintwork and a kind of tartan wickerwork down the sides. God, what a car! She drove it everywhere on the doorhandles, plunging away with the

*The doctors say that I will be all right, given time. I am being fed intravenously, the blinds are tendentiously drawn, and visitors are kept to a minimum — a selective minimum, admitting only Fred Markone playing ELO's Out Of The Blue on his cassette recorder. Loudly. And Mrs Quints, who keeps saying things like You Should Have Had More Sense At Your Age. And leaving behind some grapes.*

gearlever — that bent piece of black pipe with a round knob on it, sticking out from the dashboard — to keep the little maniac's rev band in its crucial spread of somewhere between 7800 and 7810 rpm. You couldn't kill it with an axe. The interior resembled nothing so much as a long-neglected attic, and the thing was constructed to resist assault from everything except nuclear attack. It is still alive somewhere, I know, groaning

**"And the French poodle bit Romsey on the nose."**



Celebrating 70 years of the 2CV



Celebrating 70 years of the 2CV





and rattling and gasping and bubbling its way to its third 100,000 kms. She loved it dearly. To get it away from her I had to give her a supermickeymouse 1275 Cooper S all tricked up with special seats and a Momo wheel and mags and wheel flares. A real little animal. The car, I mean.

Anyway, The Baptist introduced me to Stuart Clark.

Clark is 30 years old, an architect, who lives in superb old sandstone stables off a courtyard at the end of an enchanting, narrow, arched mews lane in Sydney's Surry Hills. At the end of this lane, crouched drunkenly under bamboo, sits a bright green Deux Chevaux.

Stuart Clark turned out to be quite human. I don't quite know what I had expected; probably an Oxford undergraduate affecting a Gallic beret and a cigarette holder. Clark has sparkling eyes, a ready grin and a kind of self-mocking wit that fits totally with his statement that owning a 2CV has to be a love-hate relationship.

As an architect he is attracted to the 2CV by its design, the way it performs exactly to its planned function and was long ago a highly realistic answer to the logistics of transporting people in a tin box with a wheel at each corner.

This is his fifth Deux Chevaux. Poor lad. At least he has the good grace to laugh when he says that he bought his first one in October, 1972, to restore and drive to South Australia. "I finished it two years later and never went to SA." He went instead to Europe and bought a Dyane 6, a kind of modernised 2CV that some devoted 2CV owners consider an outrageous pandering to hedonistic luxury (it had faired-in headlamps and

better-quality trim, otherwise it still looked like something left behind by Rommel's retreating armies in the Western Desert). He drove the Dyane around Europe for a while, and took it to the first international gathering of an association called the 2CV Friends — which sounds a bit like a radio fan club, but of which more anon.

When he came back to Australia Clark bought two 1hd versions — a '65 and a '67 — converted them to rhd and sold one; the other repotes in a friend's garage, awaiting restoration. He paid \$4000 for the current green '75 and 2CV6 from an English girl who brought it out with her but sold it to return to Britain and forget an unhappy marriage. He has the kind of unredeemed enthusiasm for these funny little cars that causes a small group of fellow owners to meet every month in Sydney in Eric's Fish Cafe, and for the Traction Avant Club in Melbourne to keep a serious register of the whereabouts of all these strange Galloping Gauls. There are about 12 of them running around Sydney, and maybe 50 in Australia. Stuart said the grapevine had told him that a bright red '76 or '77 had just landed in Australia but so far the Resistance had not been able to track down the owner. But they will, Claude, they will.

The Deux Chevaux was only formally sold in Australia for a little over a year in the mid-'50s. Most of the cars that came here were either imported as curios or brought in by immigrants or diplomatic staff.

What is there about this extraordinary car that arouses so much passion in the breasts of its owners, — equalled only by the Morgan freaks — that causes

them to sneer at CX drivers and only grudgingly talk to ID and DS people and occasionally pass the time of day with the GS crowd? (That's not all Quintsian Qrap; on the Sydney Harbor Bridge the other day a CX 2200 chased Stuart for two kilometres through traffic to get alongside and sweatily shout: "Wheredjagettit? Emmachizzit?" to which Clark loftily replied: "It's out of your price bracket, mate" and ying-yanged away . . .)

The 2CV was born in 1938, four years after the sensational Traction Avant Light 15. Citroen's then managing director, Pierre Boulanger, dictated the design brief in terms that are exactly right for today's demands of economy, safety, primary handling and interior useage; he wanted a car that could carry four people and 50kg of luggage at km/h in a maximum of comfort with maximum fuel economy. He wanted advanced suspension and total durability.

By May, 1939, Citroen had 250 pre-production prototypes ready but a temporary disagreement with a politically-ambitious Austrian house-painter caused them to change plans. They pulped 249 of them to keep them out of the hands of the Germans, hiding away the 1938 prototype they now retain in splendid, cherished isolation.

Although 2CV owners bristle angrily when non-aficionados like me say crassly: "Ah, yes, the flying wash-boards", the prototype *did* have a corrugated front, although the only subsequent production models to use corrugated sheet metal were the commercial carry-all versions. Anyway, this little car had one headlight, no door

**"I venture to suggest it would be a better bird-catcher than a Fazzazz, or a Porkpuccini or a Why-So-Revoluting."**

handles, a hand-operated wiper and no winding windows — simply push-up glass flaps.

The whole roof section from windscreen brow to rear bumper was detachable canvas that rolled back for a giant sunroof effect. There was a tube steel body frame and the main body panels were of light alloy. The seats were canvas slung over aluminium hammock frames.

The 375 cm<sup>3</sup> two-cylinder four-stroke engine could be started only by a crank handle permanently protruding from the front. Brakes were hydraulic front and mechanical rear (no, stupid, I don't know why), but the suspension was a masterpiece — so much so that it has changed little today. Eight torsion bars and an hydraulic locking system, coupled with no dampers and huge wheel amplitudes gave the car an extraordinarily cushioned ride and high cornering ability despite some terrifying roll, pitch and yaw angles that would have the average Hobie Cat skipper reaching for his Dramamine.

The car first appeared at the Paris Salon in 1948, modified to the extent of having two headlamps, door handles, instruments, air cooling instead of water, and new inertia dampers. The world shrieked and fell about, but the car made a lot of sense, because the body came out of cheap manual presses, where most car makers had to re-equip after the Germans looted their big power presses. By 1950 the 2CV had a six-year waiting list despite 1000 a day coming out of the plant, and the fact that you could have any color you liked, as long as it was battleship grey. Demand was such that Citroen for a time rationed the car to essential occupations, like farmers and country delivery firms.

And Stuart Clark's 1975 model is still basically the same vehicle. In 1954 the engine capacity went to 425 cm<sup>3</sup> and a raging 8.9 kW (12 bhp) and a centrifugal clutch was added. Then they got windscreen wipers driven off the speedometer drive instead of the original hand-operated ones (but never forget, my dear children/mes chers enfants/strike out whichever does not apply/do not fold, spindle or mutilate, that the 1949 RMF Riley 2.5 had hand-operated wipers, boo yah hiss). In 1959 the compression ratio went up to 7:1 and the rear window doubled in size; in 1957 it got a metal boot lid; in 1959 the stylists went mad with power and added blue-grey paint as an option; in 1960, absolutely drunk with the success of two colors, Citroen added green and yellow and a new five-rib bonnet. In 1961 power went up to

10.06 kW (13.5 bhp) and in 1961 to 13.4 kW (18 bhp) and by now the little froggie could do a head-spinning 100 km/h. But by 1970 it had got the 602 cm<sup>3</sup> engine from the Dyane, plus six windows, 12-volt ignition, alternator instead of dynamo, plastic-bladed fan, better nylon jersey trim over shaped foam padding and improved instrumentation. And that's the car today. But in the process of selling nearly three million units, the Deux Chevaux has gone all wrong. From its original concept of durable, minimum-maintenance basic transport that could cope equally with carrying three pigs to market or the family to Mass on Sundays, it has evolved into the symbol of the people who consider it a visible demonstration of the viable alternative to mass-produced throwaway chromed effigies of power wastage.

For everyone but the French, that is. Stuart Clark is certain that out of about 500 Deux Chevaux and more than 1000 people at the first international 2CV convention in Finland in June, 1975, there was only one Frenchman, from Bordeaux. He says the rest were English, Scandinavians, Dutch and Germans, who have taken the little car to their hearts, decorating it with everything from a decal of the ugly duckling — the world-wide symbol of the 2CV — to surrealistic flowers and Fantasian scenes, building gypsy caravan backs onto them and equipping them with ermine trim and rear balconies. It is almost the European version of the American-Australian vanners' style of Grand Punk Railroad.

"The international brotherhood that ran the convention like clockwork is terribly well organised", says Clark. "It's almost like a lodge — the Finnish chapter has its own grand master. It's a whole life style. They give you a booklet which lists a Deux Chevaux owner in almost every town in Finland, together with a code that tells you what they can supply to a fellow 2CV owner — a room, a meal, or just a chat. You can travel through most of Scandinavia calling in on your fellow madmen. They're amazing people. They're so happy to see you".

The monthly meeting at Eric's Fish Cafe in Sydney is only a small thing, but the same brotherhood applies. "The car meets so many people for me. Girls wave, old men smile, you meet an incredible number of people and make many new friends. The car doesn't become a way of life — the people do. The 2CV owners in Australia are a marvellous cross-section of occupations, from garbagemen to rich businessmen who prefer to leave their Mercedes

home in the garage. Very strange. Get them together and all they want to do is drink and talk about anything except cars. It's exactly the same in Europe". Most people laugh when Clark tells them he paid \$4000 for something that looks like a half-gestated mechanical foetus. "Then they have a ride in it, or even drive it, and they get out asking how they can buy one because it makes so much good sense."

And it does. From the moment I plonked my not-inconsiderable derriere (God, there I go, lapsing into the mother tongue again) into the hammock it all came flooding back. The utter commonsense of the thing is awesome. As Peugeot discovered in about its third try with the 404, the best way for a gearlever to lever into the next gear is by simply being pushed in the opposite direction, saving the driver all that worry about what slot to angle for. That's the way the 2CV6 works. The little engine has no torque but will rev happily to the threshold of aural pain. If you want to stand up on the seat and look through the roof you can. You unbolt the mudguards to work on the car. You take the seats out and put them on the grass for a picnic. You forget about cornering speeds by simply chucking the wheel at the corner confident that it will go around no matter what G forces are involved. Should it run out of petrol you can persuade it to do another three kilometres to the nearest pump by waving an oily rag over the carburettor. But do you know the best thing about the car? It makes people happy. Little children wave and laugh and run up to you in the street. People pat it when you park. Women absolutely adore it, and want to take it home and feed it Farex or Vegemite. I venture to suggest it would be a better bird-catcher than a Fazzazz, or a Porkpuccini or a Why-So-Revoluting.

So if it was all such a marvellous experience for me, why am I lying on my bed of pain?

Simple.

I took Mrs Quints' French toy poodle along for the drive, thinking it would like the nationalistic experience. I even wore a beret and hummed bits of the Marseillaise. It liked it all right. When I tried to take it out of the car it did something it had never done before. It bit me. On the nose. That in itself didn't hurt much. What did hurt is that Mrs Quints liked the car so much that she wants one.

Now.

All I can do is pretend to be delirious with rabies, which for me is not hard . . . ★



Celebrating 70 years of the 2CV



Celebrating 70 years of the 2CV





# HAD a FEW TOO MANY?

CONTINUED



Number 5, I had no intention of looking for another 2CV, until an incident when driving in the middle lane of heavy traffic. I was stopped several cars back from a red light. When the lights went green, the cars beside and ahead of me all moved off except the car immediately in front. Just as I reached for the horn button I felt a bump from behind and glancing in the mirror noticed the young driver behind putting down her phone. So, having been "double idioted" by the front and rear drivers, what could an old bloke do? I decided the roads are too dangerous, the Kawasaki has to go, replaced by the out of date black bike, left, (to ride on bike paths only). However, we all know about best laid plans, don't we? Basically the fifth 2CV found me. At the last Geelong Swap Meet where I was looking for pedal cars (for grandkids), there in the line up of "Show and Tell" and "Show and Sell" cars, was a Citroën 2CV. So after some haggling I came home with a real car instead of a pedal car. (Although some wags have suggested that a 2CV is closer to a pedal car than a real car). The car was a two tone grey Charlston, badly repainted in the UK, so I am unrestoring it, ie removing the top coats of paint taking it back to the original finish.



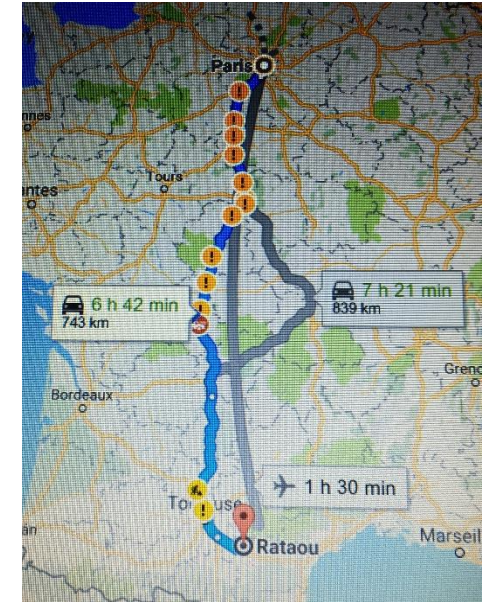
## MY 1959 CITROEN 2CV 'DAISY'

Information supplied by the owner, Robyn Barlow. Compiled by Lee Dennes.

This little working class French car, was found in a barn at Le Rataou /St Papoul France, approximately seven hours south of Paris.

A French gentleman named Ralph Monteith was the original owner, but had not used the 2CV over a long period of time.

In 2008 the 2CV was sold to a man named Paul Grant, from the Isle of Wight. The car was craned onto a lorry and began its journey by land and sea.





He embarked on a two-year restoration from 2008/2009 juggling work and family. Restoration parts were sought from Margham's Stocks Ltd, 2CV and Mehari Shop.

A re-birth for this Citroen. An absolute labour of love!



This fabulous Ripple Bonnet 2CV has had one of the most comprehensive restorations I have ever seen. It is really difficult to faithfully recreate the original finish of these cars because the parts are just so difficult to come by. There is nearly a thousand photographs covering a year long project which has seen every nut and bolt removed and every part refinished or replaced before a very careful rebuild took place. Finished in a light French Blue with a black vinyl roof it screams 1950's French Chic. There is a fat build file with everything from the original French registration documents to every invoice for every part used in the build. The quality of engineering in this car is far beyond its humble origins and there are many top restorers who could learn from the fastidious nature that this project has been undertaken. I haven't totted up the bills but at a quick glance they must add up to well over ten grand with out labour.

For a full description and over 20 high resolution photographs please visit our website:

[www.eclecticcars.co.uk](http://www.eclecticcars.co.uk)

Fact File

Make  
Model

Citroen

Citroen 2CV Ripple  
Bonnet

A man named Frank from Woollahra, NSW, bought the restored car.

The 2CV set sail to Australia and landed on our shores in September, 2010.

Frank had the canvas roof and seats painted with blue and white stripes and fitted a child restraint.

I was in Yarrawonga for Christmas in 2011 and saw the Shannon's Auction Lots in the local paper. This quirky car with lauderleut roof, cute hammock seats, suicide doors, left hand drive, rippled bonnet, and boggled eyes, was a beauty in glacier blue. She so intrigued me.



Prior to the auction date, I googled CCOCA to get some background knowledge on 2CVs. David Gries was extremely helpful. He asked a French gentleman in Sydney to inspect the car for me, prior to auction.

So, I flew to Sydney, went to the auction and became the new owner.

The car was transported to Melbourne in February 2012.



**The owner, Robyn Barlow with her pride and joy!**

My 2CV is affectionately known as "Daisy".

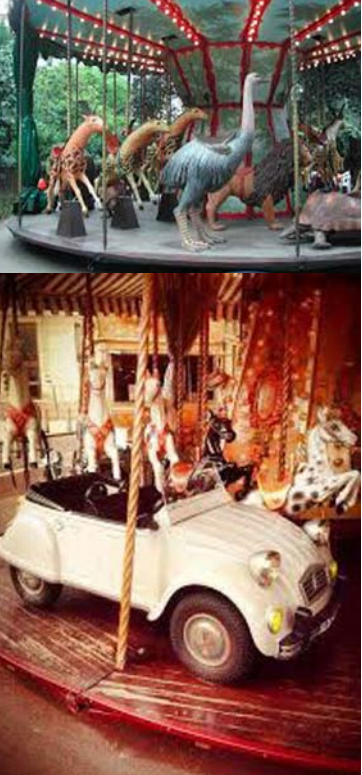
We share the same birth year, special!

I have all the certificates of previous ownership, export and duty paperwork, tax certificates and insurance documents along with a full documented history of the restoration, supported with photos and receipts of every part placed on the car.

**UNIQUE I THINK, QUIRKY INDEED!**







## GET EM YOUNG

Trying to get the grandchildren interested in Citroëns! The French put other amusing novelties on their Carousels, including 2CVs. Photo of the orange one in Dinon France courtesy Lee Dennes.

If you are not willing to drag the grandkids to France, then a trip to the site of the old Burwood Drive In, Burwood Road should provide a good photo opportunity. The park with this 2CV play equipment is actually in Sinnott Street off Highbury Road Burwood.



## AND NOT SO YOUNG



Once the kids or grandkids are learning to drive, they might like the style of the 2CV Charleston, but want an automatic with air bags etc. So here is your solution, find a black Pluriel and buy a can of burgandy paint and you can imitate this special edition Pluriel Charleston never sold in Australia.

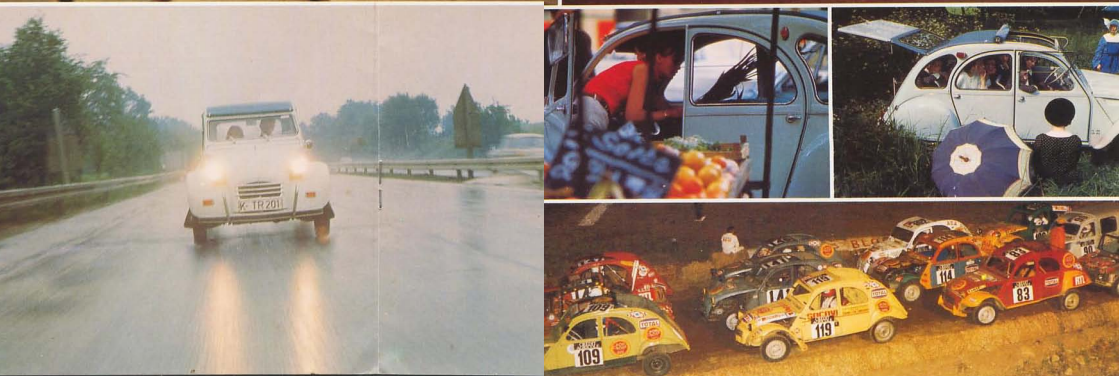
And as they move out into their own homes the kids or grandkids can emulate their parents or grandparents who shifted house or did their first renovation with a 2CV. (see left).







## MIXED MESSAGES



The above 9 image layout is from a two page spread in a German 2CV brochure dated 1975 (the rectangular headlight era). The images seem to be saying that the wholesome German family (right), with Bavarian Castle badly super-imposed on the photo in those pre Photoshop days, can take their 2CV to the jungle, desert, on the autobahn, the market and a picnic then destroy it in a 2CV Cross event as shown lower right of main image.

Of course you are free to have a different interpretation of this spread.



## PRACTICAL CITROËNS



The upper image is an early publicity shot showing the practicality of the 2CV (note lack of third side window), this idea was used in the introductory promo for the Antiques Roadshow (above) and is widely emulated at 2CV events across Europe,.



Sahara 4X4 with snow plough (above), note, roof open in the snow.

Finally, the most impractical Citroën might well have been this 2CV, competing the 1954 Monte Carlo Rally, won by a Lancia Aurelia B 20 GT. So weird was the concept that a number of models (toys) were produced complete with number 319 to celebrate the event.





# WHEN IS A CITROËN NOT A CITROËN?

WHEN IT'S AN "IES"

## WHEN IS A 2CV NOT A 2CV?

WHEN IT'S A 3CV AMERICA



CLUE 1



CLUE 2

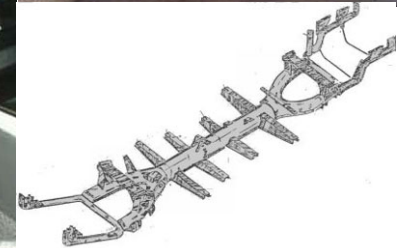
France had assembly plants (with a modest amount of local manufacture) in several South American countries, including Chile and Argentina. After the Falklands War of 1982 (which Argentina lost), the Argentine Government said "nick off Jacque" to all the French companies operating there including Citroën, because France had sided with the enemy (Britain) during the conflict.

The Citroën assembly plant came to be taken over? by the company "Industrias Eduardo Sal-Lari SA" commonly known a "IES". Production of Citroëns continued using up stockpiled parts and some locally made parts. As specific parts ran out modifications were made to adapt local parts, although at one stage engines were mysteriously coming through the back door at night from Chile. Citroën soon put a stop to that when they found out. Transmissions were changed for one with a floor change. (right, interior shot).

The notion of referring to the cars as 3CVs is totally correct, as all 600cc Citroëns have a French Fiscal rating of 3cv, but to avoid confusion in France all 400cc and 600cc Citroëns were referred to and badged as 2CV (2 French horsepower) for simplicity.



There were many minor variations, far left shows the red car as a standard model, while the blue/grey car is a super, (tailgate badges shown) with a deeper windscreen. (no scuttle vent) They also had full tailgates as on the red car, shown left. This page shows the front and rear suspension as well as the simplified chassis. The interior shot shows the floor gear change as well as the deeper windscreen, almost level with the bottom edge of the side windows.







## STYLISH DESTRUCTION



With the French paranoia for a **"Just In Case"** moment (think of the best French knickers, in case they fall over or have a Marilyn Monroe moment), this driver has done a superb paint job on the unseen underside, **"Just In Case"** someone might happen to see it.

## MOVING TO THE 21<sup>ST</sup> CENTURY

As the years have rolled on, the French have come to see the 2CV as an icon, and moved on from smashing them up. This fine example has been put to good use as a garden ornament in this promotion outside the garden supplies shop, in a shopping centre in Vennecy. Thanks to Lee Dennes for the photos. PS Note the rake projecting through the roof.



In the seventies when the value of a 2CV was at it's lowest, the French came up with this amusing way to use them up, variously named, Pop Cross or 2CV Cross. Other European countries as well as Britain also helped to rid the world of old 2CVs, of course all 2 cylinder cars were eligible, helping to thin the ranks of the Mehari and Dyane.

On the left, is one of the drivers, the very stylish twenty five year old Katia, while above is the even more stylish commentator on Radio 2CV, standing beside the merchandise tent.





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## CRAZY

## FROGS



This is just scratching the surface of the "crazy" things people have done with or to 2CVs over the years, and to a certain extent continue to do in Europe, where there is still a plentiful supply of 2CVs, and there are enough 2CV specific events, to make it worthwhile trailering trick cars to those events. I cannot give any explanation for the "bendy" 2CV above.







This variety of 2CV variants were used in the Tour de France caravan (the vehicles that precede the riders to get the often partially inebriated spectators fired up by throwing out novelties such as flags, hats, yellow t-shirts and food or drink samples). These 2CVs were used to promote Cochonou sausages, note the middle vehicle in the top lineup is a raised roof van with an open front for tossing out the samples. The black boxes on the bumper bars are speakers to sing the praises of the product. The 2CV limo is for the company executives to see how things are going, while the front half 2CV and Solex is for in town use, note the rear wheel under the right image. So popular were these, that models became available, see left.



The mad cars, left, are camera car with a 2CV body for the actor to nonchalantly see at the steering wheel, to look cool or make love all the while appearing to be driving along, note the real driver.



The yellow tandem two seater, made because they could.



While there are spare 2CVs and people with too much time on their hands, anything is possible. With Andy Saunders producing the "deranged" 2CV on the left and Michel Robillard, a retired French cabinet maker producing the wooden bodied 2CV on the right.



It has been an enduring itch amongst the "crazies" to get a 2CV to fly, and although the car is light weight, the engine is far too weak to achieve the power to weight ratio needed to leave Terra Firma. The effort shown left, from a Swiss is all smoke and noise to excite the crowd, while the lower yellow one, that appears to be flying is a rustic aeroplane with a light weight silhouette of a 2CV enclosing the pilot.



Lower right, is a 1997 Chrysler CCV, an effort to make a cheap, simple car for less developed nations, it was modelled on the 2CV. Incidentally PSA, Citroën's owner, acquired Chrysler Europe in 1979 so there is some connection.





**THE LAST FRENCH 2CV 1988**  
**Lovalllois Paris**



**THE LAST 2CV July 27 1990**  
**Mangualde Portugal**



**CITROËN CLASSIC OWNERS CLUB OF AUSTRALIA**  
**Australia's National Citroën Car Club**