



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

# démarréur

*Australia's National Internet Magazine  
for Citroën Owners and Enthusiasts*



*March 2022 Vol 2 No 6  
Are 2CV Owners Two Pot Screamer?*



## 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](http://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 any 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.

## Life Members

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

Arthur and Nance Clarke	1984
Jack Weaver	1991
Peter Boyle	2003
Ted Cross	2012
Rob Little	2012
Sue Bryant	2017
Brian Wade	2017

## Citroëning

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. While Club permit renewals

can done via the post CCOCA encourages you to do this via the internet and email. It is faster, simpler and safer than the post. Payment can also be completed via your VicRoads on-line account.

## Committee

President ~ Ted Cross  
[03] 9819 2208 [H]

[president@citroenclassic.org.au](mailto:president@citroenclassic.org.au)

Secretary ~ Tim Cottrell  
0416 009 297 [M]

[secretary@citroenclassic.org.au](mailto:secretary@citroenclassic.org.au)

Treasurer ~ Ian Macdermott  
0419 362 375 [M]

[treasurer@citroenclassic.org.au](mailto:treasurer@citroenclassic.org.au)

Activity Coordinator ~ Lee Dennes  
0438 286 181 [M]

[activities@citroenclassic.org.au](mailto:activities@citroenclassic.org.au)

Spare Parts Officer ~ Lance Wearne  
0424 054 724 [M]

[spareparts@citroenclassic.org.au](mailto:spareparts@citroenclassic.org.au)

Publication Editor ~ Leigh Miles  
[03] 9888 7506 [H]

[editor@citroenclassic.org.au](mailto:editor@citroenclassic.org.au)

Web Site Manager ~ Bruce Stringer  
0412 342 706 [M]

[websitemanager@citroenclassic.org.au](mailto:websitemanager@citroenclassic.org.au)

Committee Persons ~  
Max Lewis 0458 993 771 [M]  
Marg Towt 0408 373 181 [M]  
Russell Wade 0401 859 704 [M]

## Membership

Annual Membership is \$35 and printed editions of 'Front Drive' are posted to Australian addresses for an additional \$45 per year.

## Meetings

Club meetings are held on the fourth Wednesday of every month [except December] at 19:30. The venue is the Frog Hollow Reserve Rooms, Fordham Ave., Camberwell.

## Support

Membership Secretary ~ Ian Macdermott 0419 362 375 [M]

[treasurer@citroenclassic.org.au](mailto:treasurer@citroenclassic.org.au)

Asset Custodians ~ Ted Cross  
Max Lewis

AOMC Liaison Officers ~  
Max Lewis 0458 993 771 [M]

Russell Wade [03] 9570 3486 [H]

Club Permit & Safety Officers ~

Ted Cross [03] 9819 2208 [H]

Philip Rogers [03] 5944 3091 [H]

Russell Wade [03] 9570 3486 [H]

Librarian ~ Max Lewis  
0458 993 771 [M]

[librarian@citroenclassic.org.au](mailto:librarian@citroenclassic.org.au)

Club Shop ~ Vacant

[clubshop@citroenclassic.org.au](mailto:clubshop@citroenclassic.org.au)

ICCCR Representative ~ Ted Cross [03] 9819 2208 [H]

## Cover Image

The cover image was provided by club member Teresa Burford and it depicts her late father, Geoff Burford's 2CV.

## Contributors

Contributors to this edition of 'démarrreur' include Peta Allingham, Tim Cottrell, Lucy Cutler, Simon Marshall, Bob MacQueen and Ian & Sharon Moore.

## Contents

ED SED	PAGE 4
PREZ SEZ	PAGE 5
A-TRACTIONS	PAGE 6
WHAT'S IN THE GARAGE	PAGE 16
TRUFFLES & 2CV'S	PAGE 20
MORE 'S'MILES PER HOUR	PAGE 26
2CV BUYING GUIDE	PAGE 34
MEMBER'S MODEL	PAGE 48
SLOUGH 2CVS	PAGE 54
THE PRINCE & THE PICK-UP	PAGE 59
MOVING ROGER	PAGE 60
SUPERDUCK: A REMARKABLE STORY	PAGE 68
THE WAIMATE GARAGE LEGEND	PAGE 74

## Deadline

The deadline for the next edition of 'Front Drive' is Wednesday, 16 March, and for 'démarrreur' it is Thursday, 14 April.

## SPARE PARTS & TOOLS

Contact Lance Wearne.  
Phone: 0424 054 724 [if you do phone, please do so at a reasonable hour] or  
[spareparts@citroenclassic.org.au](mailto:spareparts@citroenclassic.org.au)

## CLUB SHOP

Club Shop is presently not operating. For further information please contact the Club's President.

## OTHER CLUBS

Vic [www.citcarclubvic.org.au](http://www.citcarclubvic.org.au)  
NSW [www.citroencardclub.org.au](http://www.citroencardclub.org.au)  
QLD [www.citroenclubqld.org](http://www.citroenclubqld.org)  
SA [www.clubcitroensa.com](http://www.clubcitroensa.com)  
WA [www.citroenwa.org.au](http://www.citroenwa.org.au)  
Tas [www.citroentas.org](http://www.citroentas.org)

## Ed Sed

March is upon us and the Annual General Meeting is being held on March 16. All the details can be found in A-Tractions and if you are unable to join us we hope that you, and your joint member will both complete a Proxy Form which can be found on the Club's website.

The 2CV spawned a huge range of models for Citroën. Most closely linked to the 2CV are of course the Fourgonettes [vans to you and me] and the rare pick-up [ute to you and me].

The history of the 2CV as reflected in the model's brochures can be found on page 46. Clearly over the years the 2CV became more 'upmarket' and changed from being simply a utilitarian vehicle to a true statement of youth, independence and rebellion in the late -1960s and beyond.

While there is at least one



[and maybe more] ute in Australia, the example is presented in this edition by New Zealanders Ian and Sharon Moore [page 72]. It turns out that Ian hails from a family of Citroënists: back in the mid 1960s the little town of Manaia had more Citroëns per capita than Paris ~ or so the urban myth goes. Ian's uncle, 'Mad Max' was the local dealer who drove the brand's popularity. Check out Max's story on page 74.

The 2CV also gave rise to the Dyane [which will feature in April's 'Front Drive'] and the Ami ['Front Drive' in June will feature the Ami 8]. Some might suggest the 'ultimate' A-Series car was the Ami Super. To all external intents an Ami 8 with the 1,015cc motor of the GS. Quite the Q-car of its era ~ the days before the VW Golf GTi was even a line on a piece of paper.

But even in their wildest dreams I doubt that Le Patron and his team of engineers and technicians would have dreamt of a 2CV with hydropneumatic suspension, four-wheel disc brakes and the 1,220cc motor from the latter GS. But it was in the dreams of the late Roger Brundle. More than just dreams... he started work on the project and you can read his story and all about Project 'Su-

*Continued on page 6*

## Prez Sez

committee for making my job easier. The committee will continue to work very professionally together, and it is a good time for a new President to take our club forward.

The club remains strong financially and we have been making changes to streamline our costs. These have been passed on to members with an overall reduction in membership fees. Our numbers continue to grow so we must be doing something right.

This March issue of Leigh's 'démarrreur' magazine features some 2CV articles and stories. The humble 2CV has become my favourite model to own, and I can admit to owning five A-series Citroëns. I am looking forward to reading what he has found for us.

So please sit back and enjoy this edition.

Ted Cross ~ President



I am writing this report as the final duty for my time as President of CCOCA. Our club has a rule that Presidents need to step down after three years in the role. This is healthy for the club and fosters change and growth.

The other rule we have is that for the Annual General Meeting to be valid we must have a quorum of members either present in person or by proxy. While we were in lockdown and running the AGM via Zoom this was quite easy as members from all over Australia [and indeed from overseas] were able to log in and attend virtually. This year the meeting is 'face-to-face' so if you cannot attend please complete the proxy form you will receive shortly.

Remember, if you are a 'joint member' we still want you to complete the proxy form. The form you will receive can be completed twice... once by the prime member and a second time by the joint member. Please complete the form when it arrives in your inbox.

I have enjoyed keeping all members informed, and acknowledge that the magazine and Website, have both become our major forms of communications over the last two years of lockdowns; because of limited public social activities.

I want to thank the current

## Ed Sed

Continued from page 4

perduck' on pages 60 and 68. Many members of long-standing will remember Roger but for those of you who never met him these stories by his stepson, Simon are lovingly told.

CCOCA member Frances Gibson has answered my call for a contribution for this edition. Her story of truffles and 2CVs makes a fascinating reading on page 20.

But wait, we have yet another feature from a member! Peta Allingham [UK-based Australian] tells us of her introduction to, and many affairs with A-Series vehicles.

Something for everyone? I hope so!

Leigh F Miles ~ Editor

## A-Tractions

*Please note: To book or RSVP for a CCOCA organised event you must now register on line at the club's website. Do not contact the organiser to register your attendance. Given restrictions can impact events at short notice, please check the Club's website for the latest information regarding any listed event.*

### Note:

*In order to attend any CCOCA organised, or advertised event, you must be fully vaccinated against Covid-19, or be able to present a valid Government-authorised exemption.*

### • March

*Monthly Meeting: BBQ  
Dinner & Annual General  
Meeting*

WHEN: Wednesday, 16 March

TIME: From 17:00

WHERE: Frog Hollow  
Reserve, Fordham Ave.,  
Camberwell

COST: Free

BOOKINGS: Essential by  
Monday, 28 February

MORE INFO: Lee Dennes,  
0438 286 181

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

DO NOT CALL LEE TO REGISTER! You must register/book via the CCOCA website <https://citroenclassic.org.au>



Yes, it is that time of the year again ~ the Annual General Meeting is rolling around. But it is early this year. Because of CIT-IN [starting on March 25] and 'Helen's Happy Holiday or Teddie's Terrific Tour or Dave's Dirty Deeds Done Dirt Cheap' starting on March 19 we felt the AGM should occur before these events.

This Meeting will also be a Celebration and Presentation of the rebranding of CCOCA.

You are invited to attend the AGM and receive your newly badged CCOCA apparel.

Come along and join us for the launch of the new look CCOCA which will take us into the next decade and beyond.

- 17:00 ~ Picnic/BBQ, BYO everything.
- 18:30 ~ President presents new CCOCA logo and members receive their personalised CCOCA apparel.
- 19:00 ~ Annual General Meeting, followed by wine and cheese.

Every year the Committee exhorts you to come along to this important event, and almost every year we manage to have sufficient members attend to assure us of a quorum. Remember, if we do not get a quorum, we simply have to go through the whole thing again. So, please make the effort to come along.



### PROXIES

You will have received a Proxy and Nomination Form either by email or in the post. If you are unable to attend the AGM in person please complete the Proxy Form. Remember as well that if you have Joint Mem-

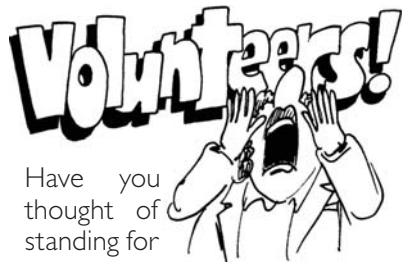
**PROOF OF  
VACCINATION REQUIRED  
FOR ALL 'LIVE' EVENTS**



## A-Tractions

bership both you and your joint member can use the Proxy Form link. Both your memberships are counted in determining how many attendees and proxy forms we need to obtain a quorum at the AGM.

VOLUNTEER!



Have you thought of standing for Committee?

All Committee positions are 'up for grabs'. A link to the Nomination Form will have been sent to you as well.

After the AGM is finished we will enjoy some wine and cheese. [Please drink responsibly].

*Pre-Cit-In Tour: Helen's Happy Holiday or Teddie's Terrific Tour or Dave's Dirty Deeds Done Dirt Cheap*

WHEN: Saturday, 19 to Friday, 25 March

FROM: Melbourne

TO: Cowra, NSW

COST: Out of pocket expenses

BOOKINGS: Essential

BRING: Everything for 7 days away

MORE INFO:

Ted Cross 0400 592 208 [M]

[president@citroenclassic.org.au](mailto:president@citroenclassic.org.au)

Helen Cross 0419 356 963 [M]

03 9819 2208 [H]

[crossfam@ozemail.com.au](mailto:crossfam@ozemail.com.au)

*Cit-In 2022: Cowra, NSW:  
Booking have Closed*

WHEN: Friday, 25 to Monday, 28 March 2022

WHERE: Cowra, NSW

BOOKINGS: Now closed

BRING: Everything for a long-weekend away

WEBSITE: <http://citroencarclub.org.au/cit-in/cit-in.html>

*Post Cit-In Tour: Jeff and Joe's Joyous Journey*

WHEN: Monday, 28 March to Friday, 8 April 2022

FROM: Cowra, NSW

TO: Mudgee, NSW

COST: General outgoings

BOOKINGS: Essential

BRING: Everything for a week away

CONTACT:

Jeff Goodchild 0407 404 058 [M]

[goodchild47@gmail.com](mailto:goodchild47@gmail.com)

Joe Schembri 0418 281 755 [M]

[schem006@bigpond.com](mailto:schem006@bigpond.com)

• April

*Brighton Classic Car Show*

WHEN: Sunday, 3 April

TIME: From 10:00



WHERE: Firbank Grammar, 51 Outer Cres., Brighton

COST: Adults \$5, children under 16 \$2

BOOKINGS: Not required

MORE INFO: Wayne Styles, 0417 532 411

- 100 Classic Cars on Display
- Fun for the whole family
- Live Roving Musicians
- Food & Beverages available
- A Rotary Club of Brighton Charity Fundraiser



## All-Citroën Concours d'Elegance

WHEN: Sunday, 24 April

TIME: From 10:00

WHERE: TBC

COST: TBC

BOOKINGS: Essential

BRING: Everything for a picnic in the sun



**PROOF OF  
VACCINATION REQUIRED  
FOR ALL 'LIVE' EVENTS**



## A-Tractions

### Chit Chat Tuesday

WHEN: 1st Tuesday  
5 April  
3 May  
7 June  
10:00

TIME: 10:00

WHERE: Laneway Espresso  
Café, Dromana

COST: Cheap Eats

BOOKING: Not required

CONTACT: Warwick Spinaze  
0407 016 719.

Laneway Espresso Café ~ next door to the Dromana Hotel, 167 Nepean Hwy, Dromana. Easy to find, plenty of parking, under-cover seating if weather wet. This is a low key 'DIY' event for like minded Citroën owners to meet and chat.



**SPECIALISTS IN SUPPLY  
OF UNIQUE AND  
HARD TO FIND TYRES**



**STUCKEY  
TYRE  
SERVICE**

RACING SINCE 1972



828 Sydney Road Brunswick Victoria 3056 Phone (03) 9386 5331 [www.stuckey.com.au](http://www.stuckey.com.au)

MORE INFO: Ted Cross,  
[03] 9819 2208  
[president@citroenclassic.org.au](mailto:president@citroenclassic.org.au)  
Dave Rogers [CCCV]  
0422 229 484  
[drogers11@gmail.com](mailto:drogers11@gmail.com)

The final details still require finessing, but keep this date to make certain you can be at what promises to be the largest all-Citroën event in the last few years. But we need you to be there to make it a success.

Spruce up your car to be in the running for a prize or just come along and enjoy the day, all cars welcome from shining garage princess to everyday driver to restoration projects. Bring along your family and friends and make a day of it. We look forward to seeing you there.

DO NOT CALL TO REGISTER!  
You must register/book via the CCOCA website <https://citroenclassic.org.au>

*Lake Goldsmith Steam Rally  
Weekend*

WHEN: Saturday, 30 April &  
Sunday, 1 May  
FROM: 7-Eleven Fuel Station,  
Lot 2 Western Ring Rd.,

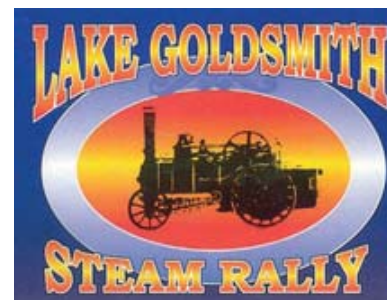
Ardeer 07:45  
TIME: 07:45  
TO: Ballarat  
COST: All costs are your responsibility  
BOOKINGS: Essential, by Monday, 11 April  
BRING: Everything for a weekend away  
MORE INFO: Peter Lynch  
[lynchaus@hotmail.com](mailto:lynchaus@hotmail.com)



DO NOT CONTACT PETER TO REGISTER! You must register/book via the CCOCA website <https://citroenclassic.org.au>

New members, Peter and Mary Lynch have organised a great weekend for you to enjoy in Central Victoria.

The Lake Goldsmith Steam Preservation Association was established in the late 1950s, with a handful of remnant





## A-Tractions



engines operating in a pad-dock nostalgically re-creating a bygone era. From that point, the movement has advanced to the position, where, not only is it acclaimed as 'Australia's premier steam rally', but to that of international recognition. And this year, for the first time in CCOCA's history we are going to attend.

Here's the plan:

Saturday, 30 April

- 07:45 Meet 7-Eleven Fuel Station, Ardeer
- 08:00 Depart via scenic road to Ballan Bakery for morning tea
- 09:15 Depart for Lake Goldsmith
- 15:00 Depart Lake Goldsmith via scenic road to Lake Inn,



Ballarat

- 18:30pm Dinner on site City Oval Hotel
- 08:00 Breakfast/Coffee at Ballarat Yacht Club
- 09:30 Depart for Daylesford
- 10:30 Daylesford Market/Daylesford Spa Country Railway.

Further relevant information will be emailed to those attending one week in advance.



**PREFERRED ACCOMMODATION**  
Lake Inn Ballarat 1317 Mair St, Ballarat Central [03] 5338 8344. Ballarat and the surrounding areas are heavily booked over this weekend. You are advised to book early to avoid disappointment. 12 Executive Queen suites are currently available. You are welcome to make your own arrangements re alternative accommodation.

• May

*Maling Rd Auto-Classico*

WHEN: Sunday, 15 May  
TIME: From 10:00  
WHERE: Maling Rd., Canterbury

COST: Free to roam  
BOOKINGS: Not required  
MORE INFO: Peter Barclay,  
Event Manager,  
0417 338 438

[https://malingroad.com.au/  
events/maling-road-auto-  
classico-2021/](https://malingroad.com.au/events/maling-road-auto-classico-2021/)

Maling Road Autoclassico will now be held on Sunday 15 May 2022 within the Maling Road shopping precinct with over 200+ classic and modern exotics cars on display.

Event organisers have secured some great cars and clubs, and expanded the event to cover a broader range of classic and modern cars from multiple marques.

The event will continue to focus on displaying classic, historic, and modern exotics consistent

with the unique characteristics of the event.

We will also celebrate the 'small car' by featuring some iconic small cars ~ Speedsters, Fiats, Mini, Citroën 2CV, Porsche 356, VW plus a few unusual cars in a central display.

For added interest we will have a variety of 'movie cars', tractors and bikes. The event with support of the Italian Auto Icons and their sponsors will ensure a comprehensive mix of Italian beauties in a dedicated section.

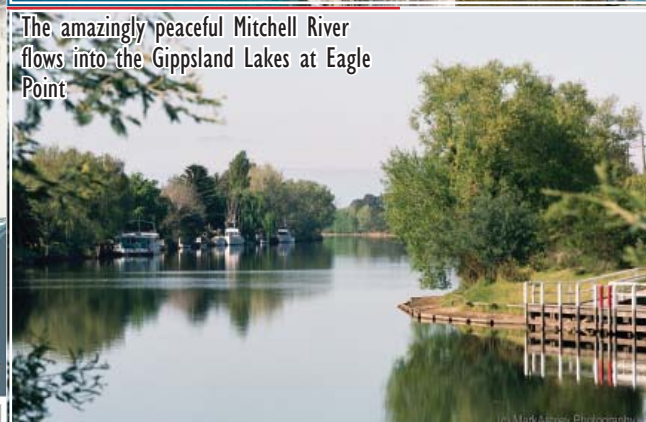
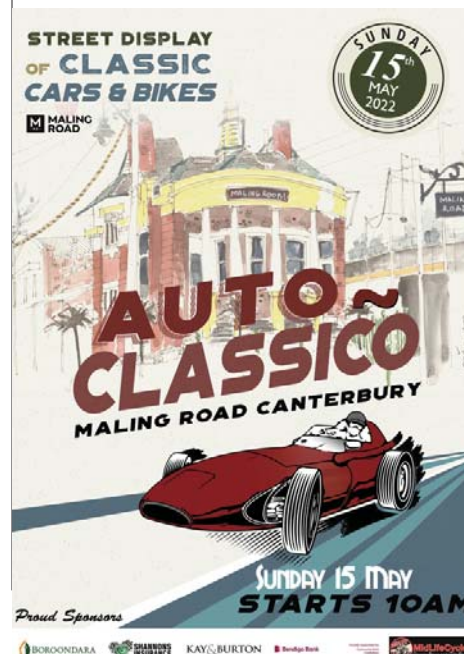
• June

*OzTraction 2022*

WHEN: Queen's Birthday Long Weekend, Friday, 10 to Monday, 13 June

WHERE: East Gippsland

COST: \$250pp





BOOKINGS: Essential, by  
Wednesday, 25 May  
CONTACT: Lee Dennes,  
0438 286181

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

#### WHAT IS INCLUDED?

You will be provided with

- luncheon at a brewery
- three evening meals
- two-and-a-half-hour cruise on the Gippsland Lakes and
- an individually packaged Continental Breakfast.

#### WHAT'S NOT

All other costs, including accommodation, will be at your own expense.

#### ACCOMMODATION

Preferred accommodation will be

- Bairnsdale International Motel, 355 Main Street, Bairnsdale 8300

[www.bairnsdaleinternational.com.au](http://www.bairnsdaleinternational.com.au)

The Motel has offered participants a Classic Queen Room for \$144 per night [excluding Breakfast].

Mention you are a member of the Citroën Classic Owners' Club to obtain this discount.

There are several other motels in the area if you wish to seek alternate accommodation.

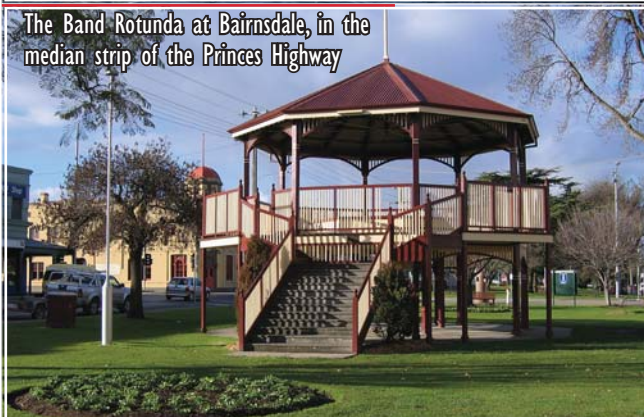
#### REGISTRATION & PAYMENT

Go to <https://citroenclassic.org.au/wordpress/> and follow the prompts.

The wharf at Metung



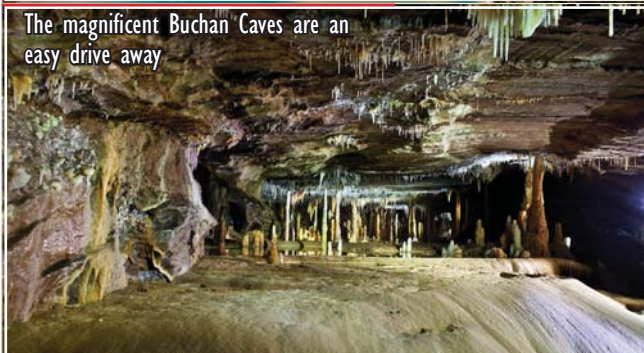
The Band Rotunda at Bairnsdale, in the median strip of the Princes Highway



The entrance to the Gippsland Lakes



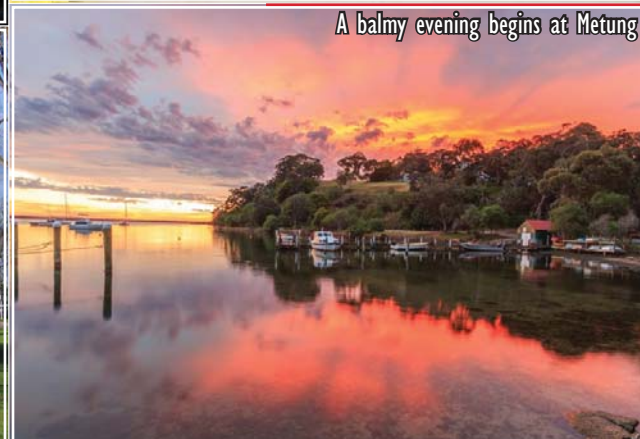
The magnificent Buchan Caves are an easy drive away



Bairnsdale's historic Railway Station



A balmy evening begins at Metung



## Looking Forward

Next issue of 'démarrreur'...  
What drives DS ownership?  
For the next edition we would  
love to hear your story of why you  
drive a DS. Whether you are new  
to ownership or have driven one for  
decades... we'd love to read your  
story.



If you own a Citroën ID or DS, why not make a contribution and send it to Leigh Miles at [editor@citroenclassic.org.au](mailto:editor@citroenclassic.org.au) by Thursday, April 14. Got a picture that merits sharing? Send it as well.

#### REFUNDS

All refunds will be at the discretion of the organisers.

- Further details of the event will be available closer to the date.

## Early Warning

### • July

### Bastille Day Celebration

WHEN: Sunday, July 17

Is Bastille Day the most important day on the French calendar?



## What's in the Garage?

To the almost 68 members who responded to your Editor's January Survey: thank you. I am sure it was not arduous and from some the very in-depth replies many of you gave it clearly caused a good deal of thought by many of you. That was clear in the comments around your nominations for the 'Citroën of the 20th Century' and the 'Car of the 20th Century'. But more on those matters in coming months.

### What's in the Garage Part 1?

The summary answer is lots of stuff besides Citroëns. But 6 [8%] do not keep anything but their car in the garage. Although as one respondent said, 'Not all of us have a garage'. A very fair point which I must admit had not occurred on me. So, of the 8% some do not have a garage, while others must show more restraint on their 'hoarding genes' than I do.

At the other end of the scale 16 [24%] of you have thrown caution to the wind and store model cars, motoring books and magazines, workshop tools, spare parts and sundry other motoring ephemera in the garage.

#### OTHER MOTORING ITEMS

The catch-all category of 'Other Motoring Items' gives us some interesting insights.

There is the member with so

many concours wins the awards are stored in the garage. Oh, to be so fortunate to have so many awards. Another member clearly has a strong affinity with hot air balloons [Mongolfiers to give them their French name]. No I don't believe their Mongolfier is stored in the garage but books and so forth. As one DS owner said, 'I like to float'!

Another member boasts a collection of grille badges while another has a collection of hub caps dating from the 1920s. A further member is clearly a Hotchkiss aficionado with a range of memorabilia for that brand stored here. This includes a Hotchkiss logo garage sign and a plaque commemorating participation in the 1995 Hotchkiss Rally in Paris.

Indeed the collecting of motoring signage, advertising, promotional items seems to be a popular pastime. It is good to know that I am not alone! Other than the specific reference to Hotchkiss, no other marques were listed, although that does not mean that the other collectors do not stray beyond Citroën.

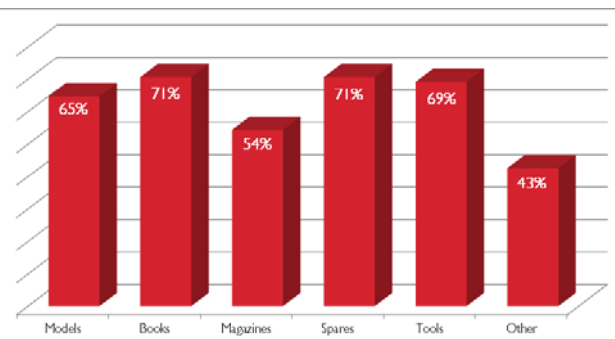
While I manage to store my collection of brochures [again not limited to Citroën] inside another member with hundreds of exclusively Citroën brochures stores his in the garage.

And finally we have at least

one racing car fan and he stores his racing suit, helmet and other gear in the garage.

But, what about the listed items? The options were:

- Model Cars
- Motoring Books
- Motoring Magazines
- Spare Parts and
- Workshop Tools



#### SPARE PARTS

Almost  $\frac{3}{4}$  of us have spare parts in the garage. I am guessing, that unlike books, spare parts are unlikely to be stored in the house and so this is a reasonable representation of how many of us have spare parts in stock for our cars.

Well, not quite. Because some respondents selected 'Yes' to tell us they do not have any spare parts. As one member wrote 'Nil. Embarrassing isn't it?' Not really... I have spare parts in my garage for various Citroëns I own but whether I could link any part to any given model is another matter.

A more general response is

that we have more parts than we need and they are most likely for a Traction, a 2CV or a DS. Although this probably reflects ownership figures within the Club rather than any penchant for these models to require the ownership of spare parts.

Others are trying to reduce their stock of parts [one member referred to 'doing a Mary Kondo' on the collection] although another member still houses parts for cars he sold thirty years ago.

While others believe you can never have enough spares on hand others rely on the likes of Denton Christie at European Autocare to supply them with parts. There is a view that now that spare parts are easier to get hold of [I guess we can thank the internet for that] we do not need to hold on to parts themselves as much as we did.

The other side to the spare parts coin is the member who not only has no spare parts in the garage, but also has the decency to be embarrassed by the fact. I am unsure whether it is more embarrassing to have no parts or to have parts you cannot identify or know what to do with, which is my dilemma.

#### TOOLS

If you have spare parts, it is not unreasonable to assume you will have the tools to fit them. But that is not always the case... but generally the two go



## What's in the Garage?

hand-in-glove.

For some the toolbox is just that: general tools for general work but there are a number of members who own special tools for working on their Traction or 2CV. Displaying even more skills, some of you have made these special tools yourselves.

Some of you listed things to make other members jealous including the lucky members with a hoist and another with a lathe. I think the most complete workshop belongs to a Melbourne member with a family history of Citroën ownership. he listed: 'Lathe, milling machine, metal bandsaw, louver press, bead roller, english wheel, stretch/shrinker, linisher, drill press, gantry, furnace, kiln, forge, disk sander, MIG and TIG welders, oxy-acetylene, plasma cutter, numerous hand tools, anvil'. However, others displayed a certain despondency claiming that the tools they have are 'never the right ones'.

My personal favourite reply: 'Just tools; nothing to write home over, although I must admit that sometimes I gaze for hours at my set of metric sockets and I talk to them when I feel lonely. Each socket has its own unique personality and I have got to know them well over the years'.

### BOOKS

70% of us keep our motoring

books in the garage. That is a slight overstatement, as some of you pointed out while you have motoring books they are kept in the house. There have to be a number of other members with motoring books which are kept inside but did not mention that in the survey. So I would guess it is a pretty fair conclusion that the overwhelming majority of us [as if 70% is not overwhelming enough] do hold our own library of motoring books.

From the explanatory comments it is clear that some of us have more control over our book-buying than others. Comments ranged from 'only a couple' to 'over 100' and 'heaps'. More revealing answers included 'Old tatty ones rejected by the inside bookcases [a snob-by bunch]' and from a member with a seemingly large collection 'Knowledge is power'. A comment with which it is difficult to argue.

The books are not just about Citroën. Other marques listed include Jaguar, Rolls Royce, MG, Amilcar, Jeep, Bentley, Aston Martin, Alvis, Studebaker and Ferrari. We have very catholic tastes, clearly.

### MODELS

Next most popular reply was 'models'. Like books, I guess some of us have model cars in the house, so this figure probably underestimates how many of us collect models.

Almost everyone with models has Citroën models, although for some members with just a single model [or at least who listed a specific model] it was sometimes not a Citroën. A special model from Franklin Mint, Lady Penelope's Rolls Royce and a remote-controlled 2CV were singled-out for mention.

But Citroën does dominate the list which is complimented by MG, Peugeot, Renault, Ferrari, Alfa Romeo, Lancia, Fiat, Lamborghini...

Some gave a quantitative measure of the size of their collection [the largest being 700] while another member with about 100 Corgi models has them on loan to a museum so a larger number of enthusiasts can enjoy them.

While I have never counted how many models I have I guess I can hold my head high in this group of model collectors.

### MAGAZINES

Just over half of us have magazines stored in the garage as well.



For some of us the magazine collection dates back decades while others are more selective in what they have kept.

One member went so far as to specifically list the magazines:

- Wheels April 1973 Citroën D Special, my car
- Fortnightly Motor Manual April 2 1956, New Citroën
- Thoroughbred & Classic Car Feb 1984, Citroën DS as a used car.

Club magazines also loom large in our collections with a number of you telling of your collections of CCOCA's magazines

Next month we will look at the non-Citroën cars members have in their garages.

Leigh F Miles ~ Editor



## Truffles and 2CVs

This Citroën 2CV Bamboo model was built for the English market in 1987, and toured Europe extensively in its early life.

The car was bought from an overseas client, [sight and colour] unseen in 2007 and was

shipped to Australia that year as a surprise for me by my husband Greg. Colour wise it was quite a shock however I have now managed to find a matching handbag [in Milan] to adorn my shoulder.

If the car had to be named, as it appears so many are, the ini-

tials GG would be shown. Not actually for Greg Gibson but for Gabriel Gaté the wonderful local French chef! But that's a secret.

One can wish for any sort of car as a dream car. But as Sir Roger Moore aka James Bond quotes the 2CV as his favourite

car to drive then that is good enough for me too.

The car was treated to a major rust restoration and upgrade to have the ultimate heating system of seat heaters installed whilst still retaining the cooling system of the convertible roof! A few years later the speedo

This photo was taken at Howqua Truffles with the Howqua River/Lake Eildon and the Howqua Hills in the background. Taken in February 2015 during a visit whilst touring Mansfield and surrounds. Frances's Bamboo is on the far right.





## Truffles and 2CVs

was converted to kilometres rather than miles per hour to make the ease of touring less stressful. A blue-tooth radio has since been added ensuring the car has all modern luxuries afforded to a car of this range.

Currently the Bamboo assists in the important promotion and distribution of truffles from the truffière of Howqua Truffles in Victoria's High Country area. It can carefully carry the grams to kilos to tonnes [maybe ~ just maybe] of truffles just like the eggs the car was originally designed to carry. The Car Club visited the truffière in February 2015 soon after the French oak, English oak and hazelnut bushes were planted.

The car has the honour of transporting the two Lagotto Romagnolo dogs, Melo and



Whiskey around as their treat after a truffle hunt. Heads out the passenger side half window is a challenge for the dogs but it is somehow achieved.

The grandchildren have received a Christmas embroidery of themselves [with personalised numberplates on the car] with Father Christmas driving the car. A fourth embroidery has since been completed!

A treat [read surprise] for our future daughter in law was the arrival of the 2CV as the wedding car as it was not promised due to a cold and wet July weather prediction. The seat heaters in the front of the saloon gave great comfort to the driver

and the bride's Scottish father who was wearing a kilt and felt rather scorched on arrival at the church! [The on/off heater switch could not be located which is strange as we all know there are very few switches on a 2CV dashboard!]

The father of the bride could not fit in the back seat

due to wedding frock issues but the groom fortunately was permitted in the back seat after getting hitched!

Waving the car and bridal couple off



down Royal Parade into the City of Melbourne was witnessed by so many ~ what a thrill for the car! The car brings a smile and some -

Facing page:

The seat heater switch for the driver's side is just near the headlight adjuster and the driver's right knee. Who knew?

Greg and Frances with one of their truffling dogs and the all-important Bamboo 2CV.

Left: Clearly Frances [or GG] supports Melbourne and here they are sporting their colours at Montsalvat. Note the vital Milan-sourced green handbag.





## Truffles and 2CVs

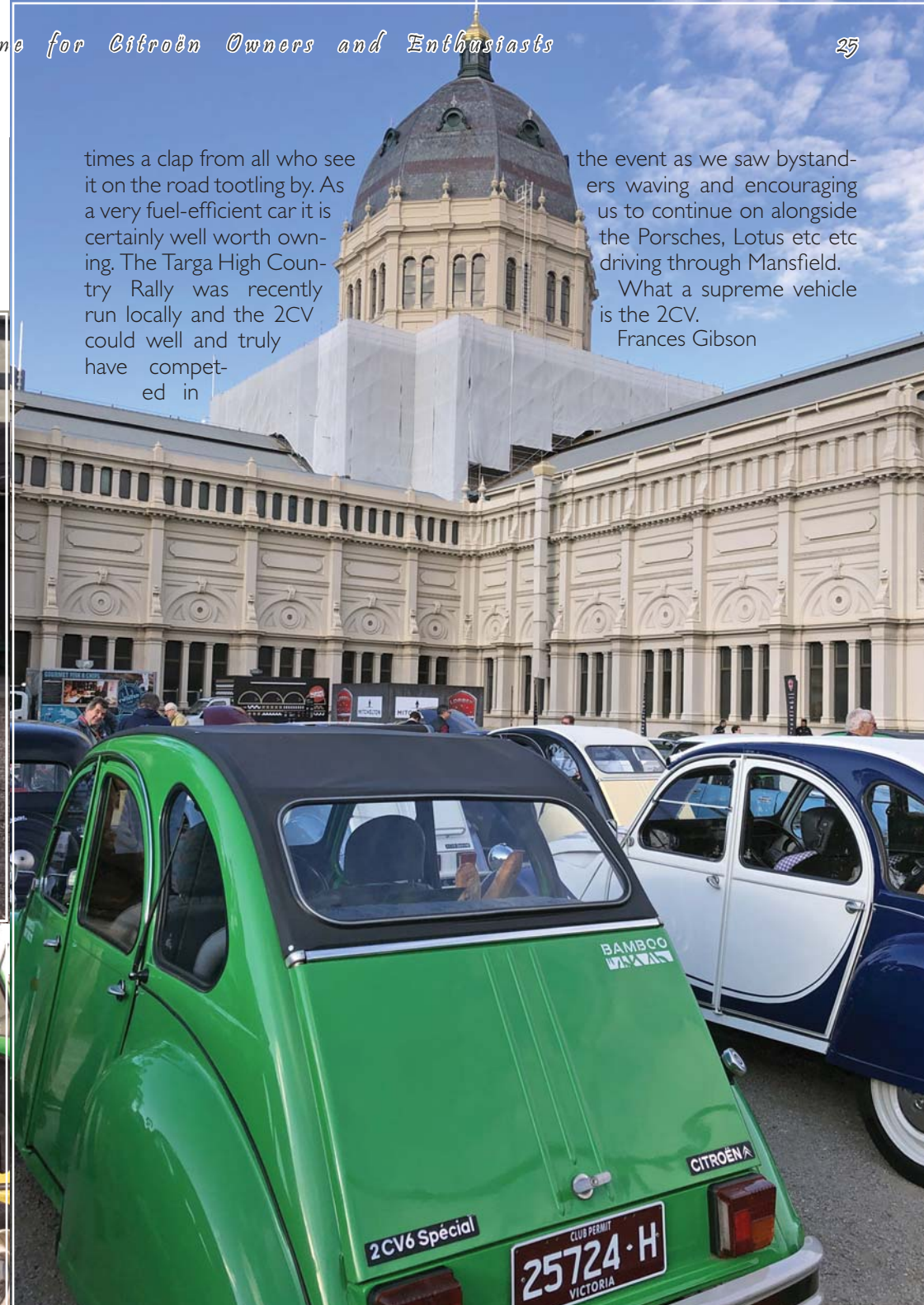


times a clap from all who see it on the road tooting by. As a very fuel-efficient car it is certainly well worth owning. The Targa High Country Rally was recently run locally and the 2CV could well and truly have competed in

the event as we saw bystanders waving and encouraging us to continue on alongside the Porsches, Lotus etc etc driving through Mansfield.

What a supreme vehicle is the 2CV.

Frances Gibson





## 2CV: More 'S'miles per Hour

Australian born and bred, I didn't encounter a 2CV until I'd travelled to Britain [where I now live] and was invited to a Lancashire Hotpots club event in the English Lake District in 1988. For that trip, I travelled in a highly graffitied rare Mixte van: an Acadiane fitted with back seats, a foot well and sliding side windows. Compared with the reserved nature of many Brits that I'd met up till then [except within the Scouting movement], here were a bunch of individuals who loved getting out mixing, travelling

Facing page:

- 1] For car with a naturally smiley face and headlights like eyes on stalks, why not give these eyes, eyelashes?
- 2] When its cold [but not wet], warmth can be maintained with a woollen coat ~ fitted so closely that it is still legal to drive slowly down the road.
- 3] Clear windows are needed for driving but the passengers can hide behind stained glass.
- 4 & 6] Paint designs are not just confined to the boot lid or bonnet.
- 5] When you need more room for luggage or sleeping, or an instant table for camping, a boot extension is a handy adaptation





## 2CV: More 'S'miles per Hour

and enjoying life.

For many years, I made several trips in this van owned by my friend Phil. There were 2CVGB meetings like 'Fill a Ferry' where we tried to fully occupy the hold of a cross channel ferry with 2CVs and to then convoy along the coast of France to the pleasure of the local inhabitants.

There was also a [failed] attempt to have a long convoy of 2CVs and derivatives spanning the full width of the Humber Bridge [which once had the record for the longest single span of 1,410m].

A chance encounter by Phil with some members of a 2CV/HY van Raid to Iceland in 1988 led to an invite to visit the organisers of that event, Karen and Dan, at their home in Denmark. This is where we first saw a very long video of an adventurous and dusty Raid in Australia.

By now, I had heard of these huge meetings of 2CV aficionados held biennially around Europe called the World Meeting of 2CV Friends. Now why isn't it called simply the World Meeting of 2CVs? It is because the people driving these cars are so interesting and the meetings are all about continuing and growing these friendships.

For a minority of people, it is simply a car meeting to talk about the car. For everyone

Facing page:

- 1] Some people convert their cars into campers or give them fold out tents.
- 2] For those of you worried about getting caught short, a toilet may be fitted [although I would recommend emptying the bucket before driving off!]
- 3] The 2CV is also strong enough to tow a small caravan.
- 4] They are easily decorated for different festivals.
- 5] The 2CV has even been recognised as the 'Road Trip' car by Australia Post and it appeared on an International Postage stamp a few years ago.

else, it is an opportunity to talk about what adventures we get up to in our cars and how we stamp our personalities on our vehicles.

My first opportunity to participate in one was in the northern summer of 1993 for the 10th meeting in Nurmee, Finland. My now friends, Karen and Dan had organised a Raid Balticum through the newly independent Baltic countries of Lithuania, Latvia and Estonia and going through Russia to get to Finland. This on the day that they devalued the rouble.

We were a very multicultural group of Danes, Swedes, Dutch, Austrian, German, Swiss, and Englishman and an Australian. I had the best of times with all these different people bonded by our love for a quirky car. In Finland, I met two other Aus-





## 2CV: More 'S'miles per Hour

tralian fans of the car. Steve Weddell showed a short video from Raid Australia 1992 and was promoting the 1996 Raid.

One of our Raid Balticum group came out for Raid Australia in 1996 for the Raid and then drove back overland to Europe like me and Phil in our Acadianes. These friendships have lasted throughout the years, so much so, that another member of the Raid Balticum group is booked to travel with me on the next Raid Australia.

I may not be much of a mechanic, but I love design. Very few vehicles have been decorated in so many ways. I was overjoyed when I was given permission to repaint Phil's Mixte with lots of rainbows and clouds.

For car with a naturally smiley face and headlights like eyes on stalks, why not give these eyes, eyelashes?

Clear windows are needed for driving but the passengers can hide behind stained glass,

When its cold [but not wet], warmth can be maintained with a woollen coat ~ fitted so closely that it is still legal to drive slowly down the road.

Paint designs are not just confines to the boot lid or bonnet.

When you need more room for luggage or sleeping, or an instant table for camping, a boot extension is a handy adaptation.

Some people convert their cars into campers or give them

Facing page:

1 to 5] Very few road conditions are impassable for this simple small engine, front two-wheel drive car: just very steep hills, very deep water crossings and looong stretches of soft deep sand..

6] We have often taken these signs with a strong pinch of salt

fold out tents. The 2CV is also strong enough to tow a small caravan.

For those of you worried about getting caught short, a toilet may be fitted [although I would recommend emptying the bucket before driving off!]

They are easily decorated for different festivals.

Very few road conditions are impassable for this simple small engine, front two-wheel drive car: just very steep hills, very deep water crossings and looong stretches of soft deep sand. The suspension can be raised to tackle rough, rocky tracks. It is a car that I enjoy for technical driving.

It is also a vehicle that people feel comfortable to come up to you for a chat. No wonder it has been the best vehicle for Raiding in Australia [and many other parts of the world] and been recognised as the 'Road Trip' car by Australia Post for International Postage stamps a few years ago.

We have often taken these signs with a strong pinch of salt.





## 'S'miles per Hour

For the mechanically adept, this is an easy car to work on the underside as it doesn't need a fancy garage to turn one on its side.

The car is also future proof as it can be converted to run on electricity.

I was taken to my wedding in a 2CV and I honeymooned in Tasmania with my 2CV. This car has become a good part of my life. It is the friendships that it brings, so I hope to meet you out on the road somewhere in the world at some time or another. Say 'G'day' to me.

Peta Allingham

Facing page:

- 1 & 2] It is easy to work on the underside of a 2CV, just turn it over.
- 3] The 2CV is future-proofed with easy conversion to run on electricity.
- 4] Your author and fellow CCOCA-member Peta Allingham as regularly seen on the Club's Zoom meetings.





## 2CV Buying Guide



A 1959 AZL model, one of the de luxe versions of the Citroën 2CV. [Photo: Citroën Cars Ltd.]

The Citroën 2CV has attracted around 7million owners since 1949. Bob MacQueen explains the attraction of the 'Tin Snail', which, he warns, is addictive!

The Citroën 2CV was conceived in 1936 and built in prototype form before the second world war. It was introduced to the public in 1948, and put on sale in July 1949.

The prototype, of which two or three examples exist, was built of aluminium and magnesium alloys. It had a water cooled flat twin engine of 375cc, three forward gears and hammock seats. It was born out of Pierre Boulanger's desire to provide a car for the small farmers of

France, a French 'people's car'. He gave a brief to the designers to build a car that would carry four passengers and their luggage, and that would be capable of 60kph and of returning 6.3L/100km/45mpg. Another specification was that it should be capable of carrying a basket of eggs over a rough field without breakages.

There were plans to build 250 examples before the introduction at the 1939 Paris Motor Show, but war intervened, and all but the two or three [which still exist] were scrapped or not completed. Development continued throughout the war with a rolling chassis being driven around the Michelin factory at Clermont Ferrand, the occupy-



A 2CV prototype ~ the French law required only one headlamp at the time! [Photo: Citroën Cars Ltd]



A 12hp engine as fitted from 1954 to 1963. The tubes carry warm air from the cylinders to the interior. The twin coil can be seen attached to the headlamp bar, directly above the fan housing. [Photo: [www.handh.co.uk](http://www.handh.co.uk)]

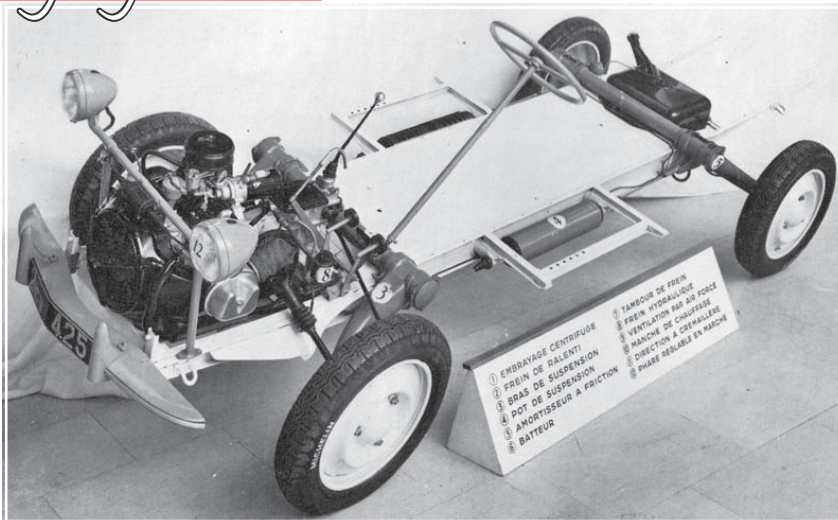


## 2CV Buying Guide

The chassis showing the interconnected suspension, the early 12hp engine, and the location of the petrol tank.

A 1955 car showing tartan upholstery and canvas bootlid.

A 1957 model with twin rear lamps, offset number plate and lamp, and larger rear window. [All photo: Citroën Cars Ltd]



ing Germans being told that it was a vehicle for testing tyres.

The 2CV eventually reached production in 1949 and at its introduction it featured an air cooled flat twin cylinder engine of 375cc and a steel body and platform chassis which bore a resemblance to the pre-war prototype. The production cars had two headlamps and more conventional seats than the prototype.

The shortage of steel after the war limited the first year's production. Only 924 cars were built in 1949 but 6,196 were built in 1950. Since then some seven million 2CVs and variants have been produced.

### *The Saloon Models ~ France*

The first models were designated 'A Series' and had a 375cc engine giving 6.7kW/9bhp, and rated at two horsepower on the French fiscal rating, and this was the reason why the car became the 2CV or Deux Chevaux. It had such features as a canvas roof, which ran from the top of the windscreen to the rear bumper, thus forming the bootlid as well as the roof, cable driven wipers, and just two instruments, a speedometer and an ammeter.

It had a four speed gearbox and, as with all Citroëns at that time, front wheel drive. It was available in one colour: Aluminium. The seats were finished in grey canvas, and the rest of the

interior was equally plain. The front brakes were mounted in-board on the gearbox, and the rears were outboard, behind the rear wheels. The chassis was punt shaped, with longerons at the front and rear to carry the engine and petrol tank. The unique suspension was also mounted on the chassis and consisted of a large tube containing two springs which were connected by rods to the front and rear suspension arms, thus interconnecting the front and rear suspension. The rack and pinion steering was contained within the front axle tube.

The 'A' model remained in production until 1960, although it was only available to order after the introduction of the AZ model in October 1954.

The AZ model featured a 425cc engine delivering 9.0kW/12hp at 4,000rpm. In January 1955 the car was fitted with two flashing direction indicators on the panels behind the rear doors. From January 1955 to March 1955 a variation of the suspension was fitted, when the springs were exposed and worked under tension, rather than under compression as in the enclosed version. In December the compression ratio was increased from 6.25:1 to 7:1, which increased the maximum engine speed. There had been very few changes apart from variations in the greys used for



## 2CV Buying Guide

the body and seat frames.

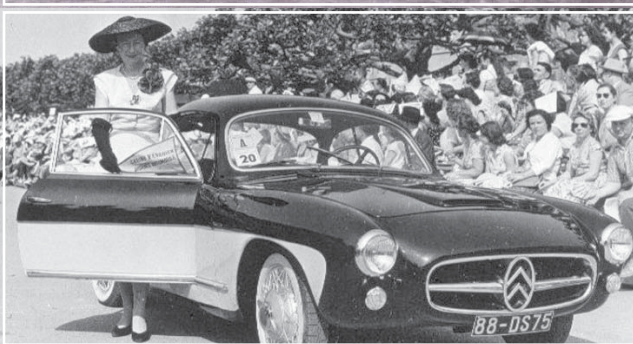
December 1956 saw the introduction of an enlarged rear window, and a choice of seat and roof colours, red, green or blue. The AZL model was also introduced which was a 'De-luxe' version with bright trim on the bonnet and sills, and 'nerf' bars on the front bumpers.

In October 1957 the metal boot lid and a new pattern of rear panel with a central rather than offset number plate light were introduced. In March 1958 Citroën introduced possibly the most interesting variation, the 4x4 Sahara, with two 425cc engines producing 18.7kW/25bhp.

As the '50s drew to a close the driveshafts were available with double cardan joints rather than the simple single cardan fitted until then. The heating and defrosting system was redesigned and a modified dash fitted. The wheels were changed from 400 to 380, and 135 rather than 125 tyres were an option.

Colour came to the bodywork in November 1959 with 'Glacier blue' being offered as well as the familiar grey. This was followed in 1960 with 'Vert embrun' and 'Panama yellow'. December 1960 saw the end of the 'ripple' bonnet and the introduction of the later style with five ribs. The 'A' model was formally dropped in December 1960.

In October 1961 the pow-



Facing page: This 1955 car sports a 'lumpy' boot. Many versions were offered in the 1950s to replace the canvas boot cover and provide more luggage space. [Image: Flickr]

Dashboard of 1960 car: note the speedometer mounted high on the left of the dash. The knob on the speedometer engages the wipers. [Both images: Citroën Cars Ltd]

This page: A Dagonet from the 1950s. Jean Dagonet produced a number of variations on this theme with 500cc engines and twin carburetors. [Image: www.2ce-salons-reims.com]

In 1956, Jean Dagonet poses here on the right, next to his personal 2CV. Based in Faverolles, in the Marne department, this mechanical genius became interested in the 2CV in 1952 and increased the engine capacity from 375 to 425cc. At the end of 1954, when Citroën came out with a 425cc engine, our man pushed it to 435cc, the limit beyond which the car became a 3CV for tax purposes. [Image: 2cv-legende.com]

Pierre Charbonneux, most famously responsible for the Renault 16, also built 'specials' based on the 2CV. Dagonet approached Charbonneux to have him design an elegant and sporty body. The stunning result was to be built at the coachwork factory Saint Cloud in Paris. The whole objective was to attract attention to the smaller coachwork companies. It was launched at the 1955, Paris 42nd Salon de L'Auto: this International exhibition was the perfect stage for their combined project. Why the Charbonneux 2CV never materialized into more than the one exhibition car is lost in history. [Both images: www.viaretro.com]



## 2CV Buying Guide

er output was raised to 9.7kW/13bhp, and in March 1962 the AZC model was introduced with a hatchback and a flat loading platform. There was a further power increase in April, to 11.2kW/15bhp at 4,500rpm. In October 1962 a new dash and an electric wiper motor was introduced.

The final change to the 425cc engine came in 1963 when the output was increased to 13.4kW/18bhp, with redesigned cylinder heads and manifold. A range of colours were also available. The AZAM model was introduced in March 1963, this being another deluxe version with modified seating and trim. The only other changes of note up to 1970 were the new 'fire grate' grille and the third side window in September 1965, and finally in April 1967 the AZAM gained wheel trims and indicators in the front wings.

### *Belgium, Holland and Britain*

The 2CV was built in Belgium, Holland and Britain, with Belgium being the largest producer after France. The Belgian factory was the first to introduce the six light in 1958, still with the ripple bonnet. They also pioneered the use of the 602cc engine from the Ami 6, fitting it in 1963, seven years before the French factory introduced the 2CV 6.

The British Citroën factory at Slough built the 2CV from 1953

until 1960 when the ill fated Bijou was introduced. The Slough version had a metal bootlid and opening rear door windows from its introduction. It also had Lucas or Butler electrics and semaphore indicators.

The Bijou was Citroën's attempt to produce a version which was acceptable to the British market. It featured a glassfibre body reminiscent of the 'D' models, and was very heavy and therefore slow, and due to production difficulties it was not available until 1960 when the Mini was scooping up Citroën's potential market, so only 213 were built before production ceased in 1964. Citroën did not officially sell the 2CV in Britain again until 1974, but a few were sold in 1966 when the residue of right-hand drive cars was imported from Sweden when that country changed from driving on the left to the right.

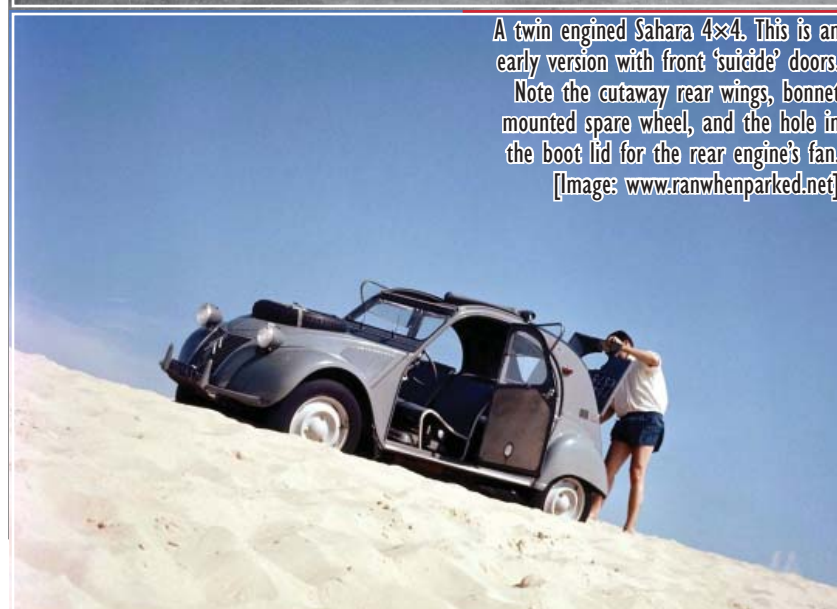
### *Variations on a Theme*

There were commercial derivatives of the 2CV. The first van was introduced in 1951 with the 375cc engine, corrugated sides, and a 250kg capacity. This followed the saloons in engine development and by 1963 its capacity had increased to 350kg. The 602cc engine was fitted in 1968.

An interesting version which was built only in Britain was the pick-up with a solid cab back.



A 2CV van [or camionette] with totally corrugated body and 'oval' rear windows. [Both images: [www.commons.wikimedia.org/](http://www.commons.wikimedia.org/)]



A twin engined Sahara 4x4. This is an early version with front 'suicide' doors. Note the cutaway rear wings, bonnet mounted spare wheel, and the hole in the boot lid for the rear engine's fan. [Image: [www.ranwhenparked.net/](http://www.ranwhenparked.net/)]



## 2CV Buying Guide

Some of these were carried on board HMS Bulwark and lifted into action by helicopter.

A whole family of cars was introduced in 1961 in the shape of the Ami 6, with its 602cc engine and reverse slope back window a la Ford Anglia 105E. This became the best selling car in France during the 1960s.

### What to Look For

The 2CV has been in production for so long that most weaknesses have been identified. The early 2CVs do not rust as badly as more recent examples, simply because they used thicker metal and applied thicker layers of paint. The most obvious starting point is the chassis, especially around the mounting bolts for the axle tubes. Any serious rot here is very difficult to rectify, although the chassis can be 'opened up' and repaired. The most usual rust will be found in the sills and the floor due to water sitting inside the car. The floor is reasonably easy to replace but the sills are a little tricky. The front and rear wings are bolted on [the fronts are removable with the starting handle], and the doors slide up off their hinges. The rear bump stop mountings will almost certainly be rusted but are easily plated. The whole body can be lifted off the chassis by two people after removing 20 bolts.

The brakes were Lockheed DBA, and although the front



brakes are mounted inboard, access is no problem once the wings have been removed. It is much easier to work on the brakes on these early cars than on the later ones. The linings are the same as the current models but the cylinders are larger [in fact 1 inch diameter, although made in France] and have large diameter pipes and flexible hoses. All these parts are available through Citroën dealers or the 2CV Club.

The engine is a remarkable piece of engineering which, if well treated, will do well in excess of 100,000 miles with no attention. This longevity can be



attributed to the small number of moving parts and the design of the component parts. The crankshaft has the con-rods shrunk on in liquid nitrogen and thus has one-piece big ends with no bolts to stretch. Therefore the crankshaft has to be replaced as a complete assembly. The pistons and barrels are sold as a matched pair. Over size pistons are not available but the bore wear is usually minimal. The 375cc engine is no longer available and the early 425cc is difficult to obtain, but the later 425cc engine is available and is a direct substitute. The manifold features a hot spot where

the exhaust passes under the carburettor. Eventually this can corrode away causing the engine to suck in its own exhaust gases.

The suspension consists of longitudinal springs contained in a tube mounted on the side of the chassis. This should be inspected for rust holes. Friction type dampers are fitted to the end of the axle tube and covered by a plate. If worn, these can be revived by fitting new friction plates which are cheap and readily available.

The gearbox is remarkably fault free, third gear synchromesh being the first to wear. The drive shafts have simple Hardy Spicer joints at both ends which are easily replaced if worn. The driveshaft is in two parts and has sliding splines at the centre which should not be worn if they have been well greased [a grease nipple is provided on the inner shaft]. This can be checked by trying to twist each half in opposite directions.

The steering rack is contained within the front axle tube and is thus well protected. The first sign of wear occurs in the pinion bearing, which can be checked by trying to lift the steering wheel. Replacement means removing the axle tube from the car.

The kingpins are found at the ends of the front arms and can



## 2CV Buying Guide

be checked by jacking the car and testing for movement in the wheel. They are provided with a grease nipple on the inside and should not wear if regularly greased. They are steel pins within steel bushes so they will wear quickly if greasing is neglected, and replacement can be difficult as the pin is reluctant to be pushed out.

The electrical system was 6 volt until 1970. The dynamo is mounted on the front end of the crankshaft behind the cooling fan. It can be either Paris Rhone, Ducellier, or Iskra, and all are robust units although the bushes can wear quite quickly. The rest of the electrical system is quite simple, and there aren't even any fuses.

The only instruments are the speedometer, mounted at the top left of the dash, and an ammeter. The heating system draws warm air directly off the cylinders through felt tubes. Early cars had no demister but it became standard from 1956.

The Slough built cars had Lucas electrics and the speedometer was mounted in the centre of the dash.

### Driving Impressions

Driving a 2CV is totally unlike driving any other vehicle. The older cars are slow, with a top speed of maybe 80kph/50mph, but once you become attuned to the pace you can cover long distances in quite remarkable



times. This is due to the fact that the engine is designed to be run at full throttle all day, and it is quite possible to average a speed not far short of the maximum. When driving a 2CV you quickly develop an awareness of other road users and anticipate both their actions and the changing road conditions.

The ride is very soft and these cars roll happily through com-

ers, which can be a little unnerving at first, but once you are used to it you begin to appreciate just how good the road holding really is, and how it contributes to high average speeds. You certainly don't join the 'traffic light grand prix', but by judicious use of the gears you are by no means a nuisance to other road users. The seats are very comfortable and simple

The Citroën Bijou was Slough's attempt to sell the 2CV in Britain. The styling of the glass fibre body echoed the lines of the Citroën D-Series.

Bijou interior: the steering wheel and internal door handles are from the D-Series and the handbrake handle is contemporary British. [Both images: [www.classicandsportscar.com](http://www.classicandsportscar.com)]

A Dyane 'pied au plancher' taking a corner. Planned to replace the 2cv, despite its new suit of more practical clothes the 2CV went on to outlive the Dyane. [Image: Flickr]

in their construction, with the cushions being suspended on rubber loops.

The gear lever juts out of the dash and on meeting it seems an odd action, but again, given familiarity, the gearchanging is smooth and precise. The brakes, if properly set up, are very effective. The handbrake operates on the front wheels only and should be sufficient to stop the vehicle on its own.

The full length sunroof is superb when the sun shines. It can be rolled halfway, or opened fully. The seats are easily removed for use at picnics.

### What to Pay

This is always a difficult question to answer; a rough car which runs can be obtained for as little as £150, but expect to pay £400-£500 for a reasonable car, and £1,000-£1,200 for a fully restored example. A Sahara, if one can be found, may well



## 2CV Buying Guide

cost £3,500-£4,500, and other rarities are worth haggling over. The Bijou seems very cheap as £300 will buy a reasonable example, but expect to pay a lot more for a good one.

### Parts and Prices

Plugs are L85 or equivalent, and you will need only two. There is no oil filter so the oil should be changed every 1,500 miles, but you need only four pints. The air filter is washable. Parts are still available from Citroën although you need to know the part numbers, and they are ordered as left-hand drive parts. Prices are reasonable; for example, exhausts £25, doors £50, front wings £50-£60, rear wings £40, piston and barrel sets £80.

### Which Model to Buy

The most desirable model is undoubtedly the twin engined Sahara but as only 694 were built they are very difficult to find.

The standard saloons had the ripple bonnet until 1960 so these are perhaps the 'real' 2CVs. The speedo driven wipers and petrol dipstick lasted until 1963 and the front opening 'suicide' doors until December 1964.

During the 1950s Jean Dagenet produced a small number of specials with chopped bodies and glass fibre panels, and 500cc engines. If you find one

of these, buy it!

Any Slough built car is rare, and therefore worth seeking out. Bijous are a little more common but as only 200 were built there aren't too many left.

The majority of 1950s and '60s 2CVs in Britain were imported during the 1960s by dealers in the London area to satisfy the demand which Citroën themselves seemed unaware of, or did not want to satisfy.

It is still possible to buy reasonable 2CVs in France for a few hundred pounds, but bear in mind that there is no equivalent to the MoT test there so items such as kingpins will almost certainly need attention. Import duty is negligible, or none, if the car is over five years old.

### Conclusions

As you have no doubt realised, I am a total 2CV addict. If you buy one you could become addicted too. There is no other car quite like the 2CV, and I doubt that there will ever be one like it again. The end of production must be near, so this is probably the time to buy. They are cheap to buy, parts are still readily available through Citroën dealers [what other car built in the 1950s has such a good parts supply back-up?] and they are easily restored. The engine can be lifted out by one or two people. Don't be put off by references to special tools. Most jobs can be achieved

with a normal tool kit.

If the idea of driving a completely different vehicle appeals, then try a 2CV, but if you want an early example act soon. Prices are rising in Europe, and will probably follow here soon.

© This article, by Bob MacQueen and first appeared in 'Practical

Classics' in January, 1987. It is reproduced here with the permission of the publisher. It may not be reproduced elsewhere without their express permission.

## practical CLASSICS

### A MODEL 1948 to 1960

First model with 375cc engine, canvas boot, one rear light, no indicators on rear quarter. It also had no door locks or ignition key. The maximum speed was 65kph and fuel consumption 4 to 5 litres per 100km. This basic model was available until 1960 although it gained indicators and locks during its lifetime. By 1960 it was very rare only 87 being built that year.

### AZ MODEL 1954 to 1963

Again this model overlapped subsequent models. It featured a 425cc engine giving 12bhp (as opposed to the previous 9bhp), and a maximum speed of 70kph and a fuel consumption of 5 litres per 100km. It also had indicators on the rear side panels, and blue striped seat covers.

### AZL MODEL 1956 to 1970

The AZL designation covers a few variations of models. As introduced it had only a larger rear window, some bright metal strips on bonnet and doors and rubber bumper trim. Like the A model it incorporated changes throughout its life as they were introduced to other models.

### AZLP MODEL 1957 to 1963

This marked the introduction of the metal boot lid to the French market. [Slough built models had a metal boot lid of a different pattern from 1955.]

### AW MODEL 1958 to 1967

The twin engined four wheel drive version which retained the 12bhp engine throughout its

life. It had front opening doors fitted in common with other models in 1964.

### AZC MODEL 1963 to 1970

A version that featured a 'hatchback' and a flat rear floor and folding rear seats.

### AZAM MODEL 1963 to 1970

The deluxe version with padded bench front seat and new dash with petrol gauge and new steering wheel. This model probably marked the end of the real 2CV for the purist!

No other designations were used on the French models until after 1970 but changes which affected all models were the introduction of the 18bhp engine in 1963 and the modern style bonnet with only five mouldings in 1960. 380 (15 inch) wheels were fitted in 1960 in place of the 400 (16 inch).

### BJ MODEL 1959 to 1963

The ill-fated glassfibre bodied version built at Slough to sell the 2CV to the British. It featured the 12bhp engine and Lucas electrics.

### AZP MODEL 1954 to 1959

Another Slough only version, the pick-up featured a rounded cab back.

This list is not meant to be exhaustive but indicates the general changes over the life of the 2CV to 1970. It is of course still in production but has grown to a massive 602cc and sports such luxuries as petrol gauge, hazard warning lights, telescopic dampers and four indicators!



## Member's Model: 1955 2CV Ute



Left: Three images of the Invercargill 2CV van. These images have been scanned from the September 2021 edition of 2CV GB News.

Below: Before Ian bought the 2CV it could have been found here, at Waimate Motors, Manaia, about 300km from Wellington.

This little article came about as a result of reading the September 2021 edition of 2CV GB News: the magazine of the 2CV Club of Great Britain. Within their 'Ripple Ramblings' section they presented short note on three Slough-built 2CVs. Yes, three. Rather an achievement.

One is a rather down at heel [they say unrestored] SAU 375cc van owned by the Transport World Museum in Invercargill in New Zealand. It is thought to be one of just three Slough vans produced in 1953. However accurate production numbers by year are difficult to pin-down from Slough as all 375cc vehicles, no matter when they were made, were allocated 1953 chassis numbers.

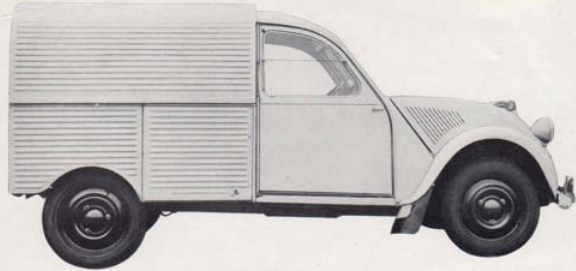
2CV GB knows that 231 vans were produced at Slough, they know of only one or two other SAUs and a tiny handful of SA-





## Member's Model: 1955 2CV Ute







**THE  
CITROËN  
2CV VAN**

**The 2 cv contains a host of innovations . . .**

<b>ENGINE</b>	375 cc., flat twin, air-cooled. Idles almost inaudibly and, of course, needs no anti-freeze precautions in winter.
<b>BRAKES</b>	hydraulic brakes on all four wheels. Extremely effective hand-brake operates on transmission.
<b>GEARBOX</b>	3 forward speeds plus overdrive, all synchromesh.
<b>COMFORT</b>	removable seats are constructed to give outstanding comfort. The cab can be heated when required by ducts leading from the exhaust manifold.
<b>CAPACITY</b>	Van: 66 cu. ft. Pick-up: 22½ cu. ft. (Body Depth 1' 5").
<b>COLOURS</b>	Grey with Red Trim. Sand with Brown Trim.



**The Little Citroën 2 CV, which caused so many critics to run out of superlatives, is now available as the most economical form of light commercial transport ever to be produced**



**THE  
CITROËN  
2CV  
PICK-UP**

**Here are just 4 of its unique characteristics**

**ECONOMY** – a new word is needed! The 2 cv is miles-per-gallon ahead of its nearest rivals. Its 58 m.p.g. on lowest grade fuel offers a wonderful reduction in costs to all commercial users. To prevent the driver from forgetting about fuel completely, a red light warns when the last half gallon is reached!

**SPRINGING** – a technical miracle! The four wheel independent suspension is completely revolutionary. The 2 cv rides rough ground like a miniature tank. As soon as a front wheel rides a bump, the corresponding rear wheel is automatically prepared to meet the coming shock! Yet, in spite of its remarkable cushioning, there is no tendency to roll or pitch.

**PERFORMANCE** – as good as many a test! Using the Overdrive, the 2 cv will give a tireless 40 m.p.h. over average terrain. One acceleration test yielded 10-20 m.p.h. in 13 sec., carrying a 5 cwt. load and a 170 lb. driver! Thanks to front wheel drive and the remarkable suspension, corners can be taken with scarcely any reduction in speed; excellent average speeds are thus achieved on long journeys.

**MAINTENANCE** – engineering child's play! Decarbonizing is an easy matter. Four nuts remove the wing, and the cylinder head can be dismantled within a matter of minutes. The lubrication of engine and chassis is simplicity itself. And, of course, with the air-cooled engine, there is no possibility of freezing up!

see it—drive it—and you'll want to own it!

ZUs which have survived and they are located in the UK, New Zealand and Australia.

Now that Transport World is aware of the rarity of their vehicle a full restoration project is under consideration for this van.

The second example is right here is Australia. In fact not just in Australia, but in the hands of Queensland CCOCA-member Bruce Adame.

Bruce's car has a 1955 SAZ chassis number [8551076]. According to 2CV GB Bruce is un-

decided whether to just put it all back together or to embark on a full restoration. To put that into perspective, Bruce also owns a 1957 SAZ in Regal Red on which he has, apparently, recently completed a full restoration. Not sure I would be undertaking a second project so quickly.

I emailed Bruce in the hope of learning more to share with you all, but I received no reply.

The third Slough example is also in New Zealand... al-

though it is not a van. It is an ultra-rare pick-up. A 'ute' to you and me.

It is owned by Ian and Sharon Moore of Ashburton and they are members of the Canterbury section of the NZ Citroën Club.

Ian has recently completed a two-year restoration of what is the first 425cc engined pick-up built.

Via my previous contacts with Graham Tulett and Michael Williams I was put in touch with

Ian and Sharon. Over to Ian and Sharon...

In the early 1970s in Ma-naia Taranaki, Sharon and I were dairy farming for my Uncle Max McKay. Any Citroën he acquired, which he thought I should have, he would approach me to see what I thought of the vehicle.

This is how I came to own a Citroën 1955 2CV pick-up, he thought it would be a great farm vehicle. He had purchased it



## Member's Model: 1955 2CV Ute



Ian's meticulously restored 2CV Pickup complete with the Royal Marines logo on the doors

from Peter Ackroyd in Rotorua.

I used it for a couple of years but farming was quite hard on it so I reluctantly traded it in on another Citroën, a 1960 French Safari. Stewart Craig owned the pick-up after me. He later sold it on and it sort of disappeared, although I think Stewart and Andy Adlam kept tabs on it! It was sold somewhere in the Central North Island. Eight years ago I heard about it in Bulls [about 150km north of Wellington]. Every time I trav-

elled through the area I enquired about the truck and finally located it six years ago in a garage in a car yard in Bulls. I acquired it and transported it back to Ashburton.

Four years ago I stripped it down and started work on it. The chassis was out of alignment by 70mm. I went through Frunzose in Germany to purchase new panels which are similar to a 2CV Van.

Because the pick-up had been modified, mag wheels,



smoke stacks and a modern instrument panel, I was at a loss where to start!

I purchased a 1953 Slough car in pieces to be used as a donor car. Trask's, Citroën people in Cromwell, had a huge collection of 2CVs including the 1953 car; the seats are were in an original condition so they were used. It also provided door interiors and guards.

Every panel on the car has been repaired, even the new panels had to be altered to fit. I managed to source a better bonnet in Australia, two months were spent repairing this!

Three years ago on an overseas trip to Europe, Sharon and I travelled to Holland to meet

a gentleman who owned a museum with a 1955 Citroën 2CV pick-up. Lots of photos were taken which gave me a fantastic guide for the restoration. People in Europe and England did not know there was a third pick-up in the World although a fourth one is thought to be in Finland.

A local young panel beater spent three years helping me restore and paint the pick-up in my workshop. It's now sitting in my shed ~ so much work spent on it, I'm almost to afraid to drive it!

The Slough pick-ups were built for their British Public from 1953 until 1961, these were all built commercially and 65 assembled for the Royal Marines to be used on Aircraft carriers and helicoptered onto shore as reconnaissance vehicles. The Royal Navy pick-ups were built in 1960 and 1961

People say restoring a vehicle takes twice as long, the cost will be twice as much as first thought and twice the problems will arise. How right they are! This is my last Citroën restoration! But it's a very rare and very special, owing it again after 40 plus years. My pick-up is the very first 1955 example with the 425cc motor. The chassis plate confirms this: 855001. Ian and Sharon Moore ~ Ashburton, NZ



## Slough 2CVs

Following the huge success of the 2CV launch in France, it was intended to build and sell the car in the UK from the already fully operational Citroën factory in Slough. At that time, UK legislation forbade inboard brakes, so production was delayed until 1953 by which time the law on brakes had changed. The body shells were supplied from Paris in part-assembled form with the bulk-head panels being modified for right hand drive at Slough prior to assembly. The front axle/steering rack assemblies were also converted to right hand in the Slough factory.

In order to qualify as a British built car and avoid heavy taxation, 51% or more of the total cost [materials and labour] had to be UK-sourced. This resulted in quite a lot of the car's components being manufactured in Britain and are listed here:

- Front bumper with chrome overrides [a modified Morris minor rear bumper]
- Chrome plated rear bumper [possibly from an Austin]
- Headlights [Butler]
- Wiring harness
- All the electrical components [Lucas] with the exception of the engine mounted dynamo and starter motor
- Window glass
- Seats
- Brake lights and trafficator

type indicators [neither of which were fitted to French cars at that time]

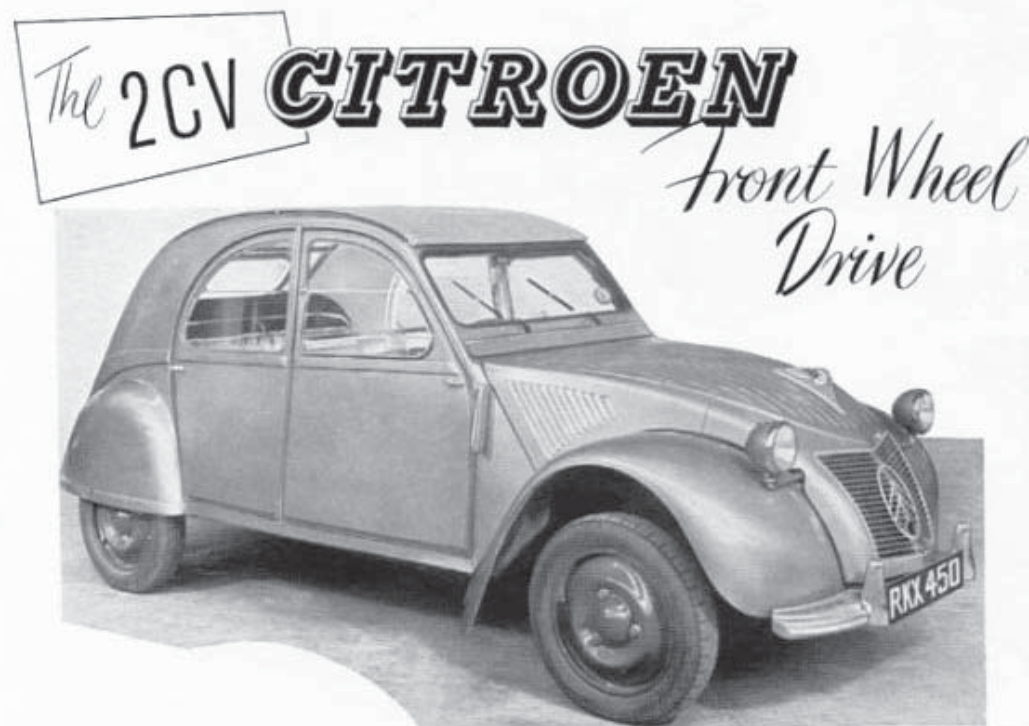
- Door locks
- Wheels and Jack.

The car was fitted with the standard 6.7kW/9hp 375cc French motor, and then with the 9.0kW/12hp 425cc engine from 1955 onwards.

As UK exports were very much needed at the time, a large percentage of vehicles

Below: The Citroën Front Drive mascot which adorned the bonnet of Slough-built 2CVs was reputedly not looked on favourably by the Paris office.

Facing page: Advertisement for the Slough-built 2CV. They were distinguishable not just by right-hand-drive but on the exterior by the hood ornament, flatter headlights, opening windows in the rear doors, trafficator turn signals mounted on the sides between the bonnet and front doors, and the larger front bumper. [Images: [www.citroenvie.com](http://www.citroenvie.com)]



The car with the  
**cheapest running costs per mile**  
of any four-wheeled four-seater yet produced

### Look at these Features

- |  |  |
|--|--|
| ● Convertible Saloon, weather and draught proof, open or closed at will. | ● Air cooled, no winter precautions necessary.                 |
| ● Full four-seater.  | ● Effective heating for the winter and ventilation for summer. |
| ● Four doors.  | ● Easy to drive. Four speeds, all synchronised.                |
| ● Superb suspension.   | ● ROBUST CONSTRUCTION—MADE TO LAST.                            |
| ● Powerful four-wheel brakes.  |  |
| ● Easy to maintain, four greasers only.                                  |  |
| ● 40 M.P.H.  | ● 60 M.P.G.  |



## Slough 2CVs

were sent out to dealerships in the various Commonwealth countries.

To improve the car's appeal to the somewhat conservative British motorist, certain 'luxury' items were also fitted. These included:

- A second sun visor for the passenger [both being UK made]
- Improved interior trim
- Chrome plated hub caps
- Lockable metal boot lid
- Opening rear windows
- Vinyl hood with large rear

This image of a Slough pick-up clearly shows [more clearly than any of the other images] the trafficator, mounted just behind the door. [Image: [www.classicandsportscar.com](http://www.classicandsportscar.com)]

window [in lieu of the canvas hood and small window on the French version]

- Chrome plated interior light
  - Bakelite ashtray
- and not forgetting of course, the beautiful chrome plated art deco style bonnet badge.

Apparently this item was much disliked by the head office in Paris on the grounds of cost and ostentation, for what the French considered a cheap vehicle for the masses. The car was also sold in a variety of colours [as against the French uniform grey of the fifties] and spot and fog lights could be supplied as a factory fitted option.

Despite all this, the British motorist was not impressed and coupled with the relatively high

purchase cost, the car failed to sell in the projected quantities. Production finally stopped in 1960 with only 672 cars having been built.

Evolution and equipment of the van and pick-up [unique to Slough production] followed the car as appropriate, although as utility vehicles the chrome hub caps were omitted. The 'doors' to the two side compartments [one for the spare wheel and the other for the petrol tank] were lockable and hinged vertically as distinct from the french versions with horizontal hinges.

With the exception of the two batches of special pick-ups made for the Royal Navy [numbering 65 in total, and worthy of a story in their own right], only 231 vans and 66 civilian pick-ups were built.

Currently it is thought that

out of the 1,034 Slough-built 2CV vehicles, only about 59 cars, 6 vans and 4 pick-ups still exist worldwide, with a large percentage of that number being found in Australia, New Zealand, and South Africa. Quite possibly due in part to the more favourable climates in those countries.

The managing director of Citroën Pierre Boulanger [who is considered by many as the 'Father' of the 2CV], insisted that as a cheap simple car it should only have three forward gears.

However, the team that designed the engine/gearbox knew that the car needed four gears, so the only way to get the gearbox accepted by Boulanger was to call the 4th gear an overdrive. [Surmultipliée in French]. On early cars 1-3 gears are positioned as usual but the 4th gear is only accessed from 3rd, and on French vehicles was marked 'S' for Surmultipliée.

The images show a selection of gear change patterns. The first on the left is a '52 375cc Type A. You can clearly see that the 'fourth' gear is marked 'S' for Surmultipliée and can only be selected via the third gear. The 'AR' on the layout stands for Arrière [marche arrière for reverse]. The second photo on the next page is of the Slough 2CV layout and is an Anglicised version of the French one with 'R' for reverse and 'O' for over-





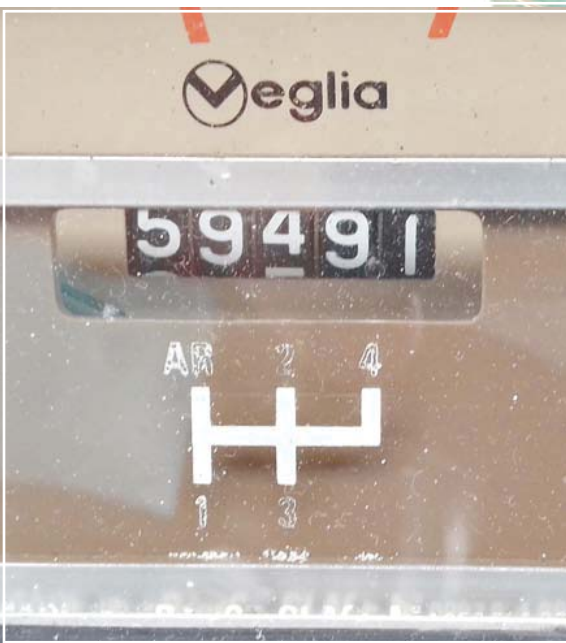
## Slough 2CVs

drive, again only selected via 3rd gear.

The next photos show more modern 2CV gear change patterns. Although built in Belgium and France for the UK market, these still have the French 'AR' for reverse.

All pretence at an overdrive has now been dropped and the gear is clearly marked '4' and that 4th is now able to be selected from neutral as with any other gear.

Lucy Cutler ~ 'Ripple' 2CV Registrar, 2CV GB



## The Prince and the Pick-Up

In a tribute to the late Prince Philip, Duke of Edinburgh, 2CV GB published three images of His Royal Highness inspecting the trials of the Slough-built pick-ups with the Royal Marines. The images were supplied by 2CV GB member George Burton, however the source of the original images is not indicated.

The Editor of 2CV GB News, Tony Stacy, added that at some



stage his 2CV was in the care of his sister and it lived within the walls of Windsor Castle. The Duke once complained about 'That bloody little French car dripping oil all over the tarmacadam!'. In fact [and not unsurprisingly] the oil had dripped out of a police Land Rover, but no-one dared correct him.





## Moving Roger

In the now famous words of Gill Scott Heron, 'I'm new here'. I've now realised Citroëns have been a part of my life for the most part. However I was never in the life of Citroëns until now.

My earliest memory of Citroëns was being a back seat passenger in a white GS being driven around the northern suburbs of Melbourne by my mum. My little brother, my sister and myself hitting our heads on the roof going over the train lines because, as Roger would say, 'the spheres had gone in the back'. I had no idea what that meant at the time but it apparently added humour when the

story was told of our bruised heads.

I also remember the drop offs to school in the brown CX. Was this luxury? I wasn't sure. Yes there were leather seats, yes there was electric windows. Yet it wasn't a Statesman or a Fairlane. Neither was it a Range Rover, but it was in amongst 'the crowd' as the school bell rang when we leapt out of the car for the start of class.

Roger would later sell the CX to a young girl who thought it looked amazing. They went for a test drive and money was exchanged. We waved goodbye to the CX as it tentatively made its way down the street. 'She'll be back' Roger said with a small

smirk on his face.

'Why?'

'She doesn't have the confidence needed to drive that car'

I didn't know what he meant either. Why would someone need special confidence to drive that car? Before I could think of some kind of logical reason as to why the CX was a special car and required the confidence of what I could only imagine was a World Rally Champion driver, it appeared at the lights, turned the corner and cautiously made its way back to us.

Roger was right.

'I'm sorry. I can't drive it. I can't work out the gear change with no clutch and the steering wheel has a mind of its own.'

'That's OK', and Roger gave the girl back her money.

Where the CX went from there I don't recall, just that Citroëns kept appearing and disappearing over the years. Some stayed longer than others. Some would even return home after leaving on a journey like the mysterious 2CV/GS project.

---

Facing page: Ted Cross and Simon discovered that Roger had done such a magnificent job of rebuilding the hydraulics, that the car lifted to its highest point just from trying to start the car with the starter motor..

Below: Tim Cottrell and Simon stand proudly in front of the DS ensconced on the trailer. The eagle-eyed will note the early Renault 16 in the background.





## Moving Roger

Mum later told me that when she first met Roger and was shown 'the cars', the 2CV/GS project sat pride of place in the workshop. Roger had explained the intricacies of the design, the complexity of the build and how it would look once it was completed. Mum had one thought on her mind and eventually asked the most important question of all. 'How long is going to take?'

With a beaming smile he had told mum 'about 9 months'.

That was in 1983. Today it's still a project.

Many years later in 2016 Roger left us and the Citroëns from Pancreatic Cancer.

The workshop closed and the responsibility of what to do with a life's love, passion and an accumulation of cars was left to me.

I'm new here.

An SM. In pieces.

An ID19. In pieces.

A 2CV/GS hybrid project. In pieces.

A DS19. In pieces

A Traction Normale. In pieces.

And boxes and boxes and boxes and boxes of stuff.

I knew about cars. I'd worked on a few of my own over the years. There'd been old Holdens, Dodges and Valiants. Nothing with the complexities of Citroën engineering. I now found myself hanging off the side of a cliff called the 'Citroën Learning Curve'.

This was going to be a mammoth challenge. Not only did I need to work out what bits went with which cars, but I also needed to find a home for all of these projects.

It didn't take too long and we found a new home for the Trac-

tion Normale. This would be the first of many complex and arduous moves with the cars.

The Normale had set in for the long haul. With a seized rear bearing it refused to go. It was winched out from the back shed. Slowly, steadily and taking most of the day, it ended up on a trailer and off to its new home. Max Lewis was fortunate that nearly all the pieces were within reaching distance of the car.

The next car was the SM. It was an almost intact car with all of its bits accounted for, and it was running, just. It required a bit of work to put the last bits back together and get it mobile again. With a little help it was doing laps around the back paddock and moving up and down. It was almost ready to try and find a buyer when Mum said she wanted it to stay in the fam-

ily and would like me to take it over. How could I say no to such a beautiful piece of industrial engineering? The SM now had a home.

What now to do with the three remaining projects and all of that 'stuff'.

I called on Ted Cross to ask for some advice and help on how to proceed with sorting the cars out.

The first thing to do was to separate the Traction stuff from the D stuff. No easy feat but Ted rose effortlessly to the

**A couple of shots moving the SM. Including the 'only in a Citroën'. When the suspension goes down and you cannot open the doors with the car on the trailer. Luckily we left one of the windows down, just in case.**

For newer members who may never have met Roger Brundle we thought a picture of him had to accompany these images of and articles about his cars.





## Moving Roger

challenge, able to identify all the dirty, greasy and contorted pieces of metal. We managed to fill a 6'x4' trailer of Traction stuff to be dealt with later down the track. We also found some urgently needed floor space to help start sorting the D stuff.

Mum told me that Roger wanted me to have the white ID19 and finish it off, I was shocked but elated. This was the car I really remember growing up. We'd watched this car take shape and become a beautiful piece of art. Parked out the front on the street it looked nothing like any other car around. But it sat there for some time looking neglected. Roger was having trouble getting a RWC. The mechanic was giving him a grilling every time it went in for an inspection. It was now collecting dust and Roger was becoming disheartened and was moving onto other projects. One of which was a little Fiat 500.

One morning Roger noticed someone had written something in the

dust on the back window. 'Quelle belle voiture' [what a beautiful car]. Roger suddenly had a new passion to get the car on the road and I found I had as well. I'd made friends with the local mechanic down the road and convinced him to walk up to the house and have a look at the car for a RWC. I also convinced him there was no rust under the car and we got a RWC. The next day the ID19 was registered with the already acquired plates: IDEE and was off being enjoyed. The ID19 now had a home as well.

We were running out of time and the cars had to be moved along with the boxes as well as the contents of the house as

settlement was now looming. No interest was being shown for the 2CV/GS. I had put the engine, gearbox and wheels back on the car so we could at least move it. I put it on four car dollies so I could move it around easily while sorting out the rest of the stuff. While sorting through the what to keep, what to throw and what's for the garage sale the 2CV/GS bounced around the workshop like an Ice Hockey Puck desperate to score a goal. As pieces were found for each of the cars they were put either in them or on them. The 2CV/GS now had some seats, a pair of front guards, two rear guards and an original ripple bonnet courtesy

of Ted. The 2CV/GS had grown on me and the little French Hotrod or as Roger had named it, 'The Super Duck' needed to come home and be finished. The 2CV now had a home.

The one car left was the DS19. It too had its pieces all around the workshop. Parts were in boxes, on shelves and even in other cars. Some of them had already made their way to my place. This last car was going to be a mammoth challenge to collate all these parts into the one place.

The first thing to do was to get the car back home. Ted volunteered to give me a hand again to put it on a trailer. We believed the car was a runner but couldn't confirm as it had been sitting for quite a few years in pieces. A make shift fuel supply was constructed from an old soft drink bottle, a length of hose and some zip ties holding our contraption to the bonnet support arm, MacGyver style. A fully charged battery was sourced and we gave it a whirl. Rather Ted did as I had no idea how to start it. Turn that, twist this, pull this, push that. The starter motor sprang to life and started spinning the motor over. No luck. Tried again. Still no luck. Third try and the

Tim introducing the family to the DS, or the other way around if you prefer. The car's spectacular 1957 dash.





## Moving Roger

motor still didn't start but the DS rose majestically up off the ground. Both Ted and I looked at each other in amazement and then back to the car. Roger had rebuilt the entire hydraulics to 'as new' if not better condition.

We found the source of the starting problem. A fault in the carby. With a quick fix and another attempt, the engine sprang to life and we were in business. Well, maybe not. The revs were too high to put into gear and the brakes were still untested. Trusted maybe from the evidence of the rebuild but not tested. It was back to basics and the car was winched out and onto a trailer and back home. Tim Cottrell would eventually hear whispers of the DS and came to see it. He instantly fell in love with the car. A deal was struck and the final car of Roger's collection had found a new home.

All the cars had now been moved and it was just the stuff left to go. Trailer load after trailer load,

things started arriving and began to take up every available horizontal surface in my shed. Things were being organised in such a way that they created their own horizontal surface in which to put more stuff on.

The workshop was now finally empty and any evidence of a Citroën living or dead had been removed to continue on in another guise and another chapter.

I've started working on the 2CV. Bits are missing. Lost to a buried plastic tub or a nondescript cardboard box that disappeared in the move or they may have never been there at all. I'll never know.

I've begun talking to people, Citroën people, about bits and

pieces I will need to finish these projects. I'm beginning to learn two different things. The first, although Roger has gone and his cars have moved on, Roger has touched so many people in the Citroën world and now that I'm working with his cars, I'm always hearing new stories and anecdotes of his antics. The things he did for other Citroën people and the encouragement he gave to those needing help.

The second: I have a lot to learn. Because I'm new here.

Simon Marshall

**The delightfully rebuilt spare 1950s engine. Rebuilt by Roger it now sits safely in Tim's study.**

**The DS sits in Tim's garage, safely nestled under blankets.**



## Addendum

Your editor contacted Tim Cottrell [not that difficult really given Tim is on the Committee] to ask if he had any images to accompany Simon's article. Here is his reply:

Good on Simon! I am incredibly fortunate to be custodian of this incredible car. I have a few worthwhile pics here. The car is currently at three places and I am spending some time advancing it's plans. I have finally found a nice painter who is doing it for me two panels at a time and gaining my approval before continuing. Wonderful. It will be great when finished. Have been catching up with some wonderful Citroën people ~ Alec Lowe, Peter Huth, Bob Dircks and Rob Little over last few days...

Of the pics I include here, one is at home when I introduced the DS19 to my family [when I was still pinching myself that I could actually own a '50s DS], the DS is safely nestled in garage with blanket, one is the car's spectacular '57 dash, and one is the delightfully rebuilt [by Roger Brundle] spare '50s engine that I have mounted in my study in case the original ever gives trouble. I hope I can meet the responsibility of this legacy! Tim Cottrell



## Superduck: A Remarkable Story

This car never existed. It is an amalgam of parts from at least four 2CVs, various GSs, two BXs and others. Probably the most recycled Citroën ever. It was always intended to be a low budget take on the 2CV.

Sometime in the early 1980s I was going through the trauma of a failed marriage. Nothing unique about that, but I felt that I needed a project that would occupy the lonely hours and keep me out of mischief. Successful on the first count but not really the latter.

One day I was visiting fellow CCOCA member Russell Wade in Melbourne and enjoying a tour of his backyard [a joy not shared with the local council].

The image which originally appeared on the front cover of 'Front Drive', Volume 20, No 3 [September/October, 1984].

Russell had a most eclectic collection of automotive oddities [and still has], and amongst the many examples I spied a dead 1974 Citroën GS Club and a very early Citroën 2CV body. The light bulb flashed ~ why not graft the 2CV body onto the GS pan and mechanicals and have a 4-cylinder, hydraulic, disc braked 2CV?

Well, It seemed a good idea at the time. The GS had a stuffed engine so it wasn't a going concern and getting it into my workshop in inner suburban Armadale involved a lot of hard work with a hand winch.

Unfortunately, at the time I had little interest in cameras, so there are no images to record these events.

Fuelled by cheap wine [and a

three day growth?], the GS was quickly reduced to its most basic form ie minus roof and all hang-on panels, and a good deal of thought was put into just how to fit the 2CV body. I decided that the GS floor pan had to be shortened and the

2CV body had to be widened by 125mm.

A problem here was determining just what is the wheelbase of a 2CV. Due to the suspension geometry, the wheelbase of a 2CV is a moving event. However, a suitable slice was taken out of the GS floor pan just behind the front seats and a complex square tube jig was welded up and bolted into the floor pan to ensure alignment while everything was welded in place. Many years later, Bob Dircks was to refer to this jig as 'the Harbour Bridge'

To add beam strength to the floor pan after the roof had been removed a 100x25mm steel section was inserted into each of the existing sills and welded into place.

At this point a lot of the major chassis work was complete and the then editor of CCOCA's 'Front Drive', Bill Graham, sniffed out a scoop and turned up with his trusty Box Brownie.

This image appeared on the cover of 'Front Drive', Sept/Oct 1984 issue, together with a somewhat arcane mention within the magazine.

Not long after this my interest in the project waned and the following year I relocated to Brunswick with the lovely Fay.

The car was parked under a tarp in the back yard and quietly forgotten.

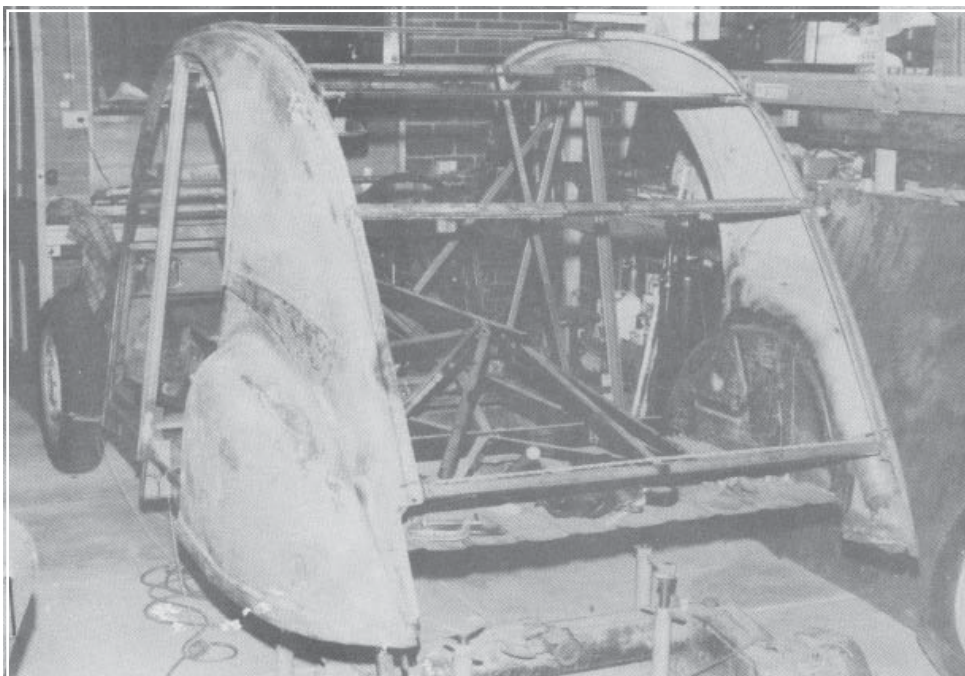
After all, there was a career

## FOR SALE

### HYDRAULIC 4 CYLINDER 2CV

Ok I finally have to admit it. I don't have the time to finish this project. As featured in Front Drive Vol. 8 Number 3, consists of a shortened 1974 GS 1220 floorpan and mechanicals with a 1953 2CV Sedan Bodysell. Most of the hard work done, but far from finished. Requires dedication and a sense of the absurd, but includes most parts to finish including a knackerd 1220 engine and lots of part you don't need, Be the first on you block with a hydraulic, disk-braked, 2 cylinder 2CV. Very cheap to right home. No 'gunners' please

Roger Brundle  
Hm (03) 3809321  
Wk (03) 268 4884





## Superduck: A Remarkable Story



and a family to foster, a '58 Slough ID19 to restore, and a D Special to maintain. Time quickly passed and by 1994 the backyard landscaping was threatening the space occupied by the car and I decided to sell the entire project. An ad was placed in the Feb/March 1994 issue of 'Front Drive' and it was subsequently sold to a CCCV member [excuse the errors in the ad].

This was written by Roger Brundle and while we are uncertain as to the date, it was clearly subsequent to the sale of the Superduck in early 1994.

The next we hear about the Superduck project is in 2005.

### *Fast Forward to 2005.*

Ted Cross rings to let me know that he has rescued the project. Disappointingly nothing further had been done to it since I sold it and it had been

in grave danger of being junked. Ted needed somewhere to store it. By this time we had moved to 3.5 acres with a huge shed just out of Castlemaine so I offered to store it for him.

The picture above left shows exactly how it arrived in Castlemaine ~ packed to the gunwales with spares and looking rather sad after years of storage.

It was parked in the shed to

keep company with the 1958 ID19 and a 1966 DS21. Ted had already collected some of the missing parts including a bonnet and front guards.

A while later CCOCA member and fellow Castlemaine resident Steve Mathius delivered a donor GS to our door, which Ted and Graham Barton took away and dismantled to yield a 1220 engine and gearbox and many other useful bits.





## Superduck: A Remarkable Story



At this stage, apart from the additional parts, the car was how I had left it in the mid eighties. I had painted all the modified chassis bits with red oxide before selling and this had stood up reasonably well. There was some surface rust but nothing serious. The chassis jig was still in place albeit well-weathered.

Some time after the car had settled into its new home Ted decided that he needed to trim his collection and offered the project back to me. A deal was struck and, after an absence of 10 years, Superduck was back!

The first task was to re-appraise the project. By this time the GS was an almost forgotten Citroën footnote and parts were getting scarce. On the other hand I surprised myself with the quality and accuracy of the work that I had carried out in the previous century and all of that effort really demanded that I finished what I had start-

ed. This new enthusiasm was slowed by the acquisition of a 1973 SM from the USA which was to take up a lot of time in recommissioning.

Roger Brundle.

### *A UK Perspective*

Your editor only remembered the Superduck project when he read about it the magazine of the 2CV Club of Great Britain. It was a result of that article, and the accompanying pictures, that I got in touch with Simon.

Here is what the article by Lucy Cutler of 2CV GB wrote...

Down under to Australia now for some news of a car which was previously unknown to the Register.

Simon Marshall has checked in to tell us about the project car which he inherited from his late Stepfather Roger Brundle. Built in 1954 and allocated the chassis number 8530134, Simon's car started life as a Regal Red, 375cc engined, Slough

type SA and was exported along with others, to Australia. Subsequent history is unknown, but sometime back in the early 1980s, Roger acquired the car, which was by then essentially just a bodyshell, together with the floor pan and engine from a GS, and decided to rebuild it as a special. Life got in the way for Roger as it sometimes does, and the project dragged on. Finally in 1994, Roger sold the unfinished car and it passed through several more owners before 'resurfacing' in 2005 when one of Roger's Citroën Club friends who had saved the car from the scrapyards, asked Roger to store it for him. Disappointingly, not a lot of progress had been made with the car in the intervening years and shortly after, Roger took ownership again and re-started work on his old project car once more. The project moved forward and time passed, but eventually Roger sadly passed away. The

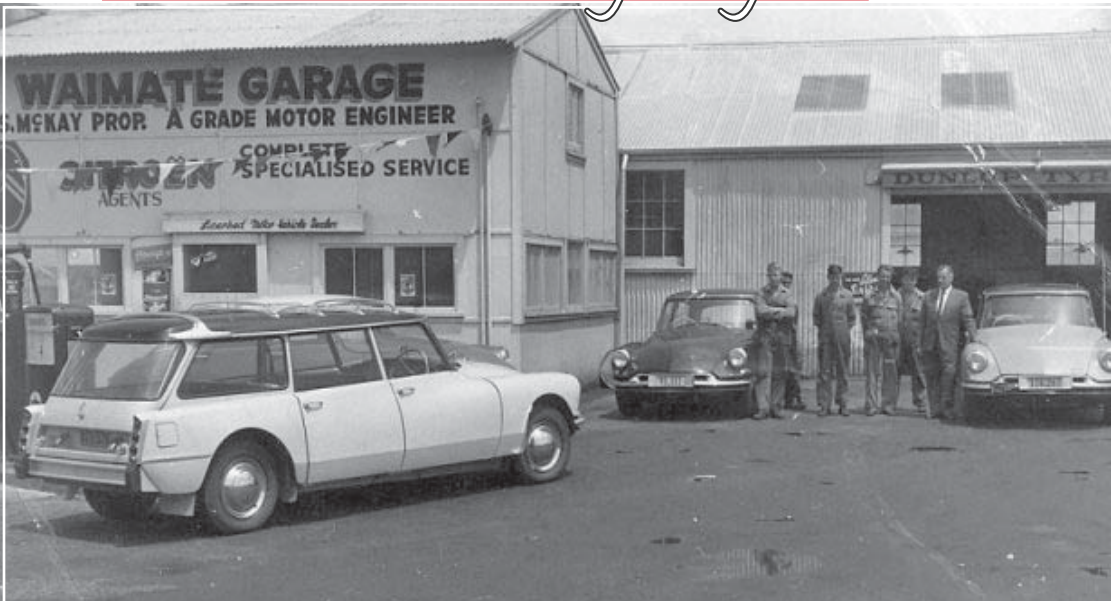
car was taken on by Simon who in tribute, has continued his stepfather's work and has now reached the stage that you see.

Lengthened, strengthened and widened, this Slough is not to everyone's taste admittedly and the diehard purists will surely wince, but remember that this project was started back at a time when you could hardly give Ripples away, and few people made the distinction between a Slough or any other Ripple 2CV either. Furthermore, this car would surely have been scrapped if Roger or Simon hadn't saved it. In any case, purist or otherwise, you have to admire the quality and ingenuity of the design and workmanship that has gone into it. Please keep the photos coming Simon It'll look fantastic when it's finished.

Lucy Cutler ~ 2CV GB Ripple Bonnet Registrar



## The Waimate Garage Legend



I hope you noticed the black and white image in Ian and Sharon Moore's article about their 2CV pick-up. Ian made passing reference to his uncle, Max McKay. But there is no apparent link between Max and the garage that is shown in that picture. But, Ian's reference to Max seeking his opinion on 'any Citroën he acquired, which he thought I should have' got me thinking.

There was clearly more to this story than first meets the eye. At least, there is from an Australian perspective. So, your Editor went hunting to see if there was more to be learnt about Max and Waimate Garage in Manaia, New Zealand.

Back in the mid 1960s the little town of Manaia had more Citroëns per head of capita than Paris ~ or so the urban myth goes.

Manaia was Citroën crazy ~ all thanks to Max Suter McKay ~ or 'Mad Max the Citroën crank' as he was known by the townsfolk.

Max loved Citroëns and managed to convince a large portion of South Taranaki that the French car was the right one for them too. But who was this man ~ and why was he on a Citroën crusade?

### *Mechanics or Milking Cows?*

Max grew up on a Manaia dairy farm. His father, James McKay didn't want Max to work on



cars ~ declaring that no son of his would be a greasy mechanic ~ he wanted his boy to continue milking cows on the family farm.

But Max secretly read engineering manuals, and persuaded Jim Davis, the owner of a local garage to take him on as an adult apprentice. Each week he'd pushbike the 15km to Hawera to attend night classes on engineering.

At the outbreak of World War II, Max went on to work as a mechanic in the RNZAF earning the rank of Sergeant.

After the war he returned to Manaia and took up partnership with Jim at the garage, working on cars, tractors and hay balers.

Max had come into contact with a couple of Citroën Trac-

tion models over the years ~ but it wasn't until 1952 that his obsession with the cars began.

### *Citroën Mad*

In an interview with the 'Taranaki Herald' shortly before he died, Max recalled the encounter that kick started his Citroën passion.

He was pumping petrol at the Waimate Garage when a 1951 Light 15 Citroën pulled up. The driver asked him to adjust something in the engine, but Max refused, saying he didn't know anything about Citroëns.

'He asked me to go for a drive. We drove to the top of Riverdale Hill and I asked to drive back to the garage ~ he was a maniac and drove 20mph [32kph] faster than I normally



## The Waimate Garage Legend



did on that stretch of road. But I liked the car. I was fascinated with the engineering.'

Max was so interested in the Citroën he took it for a drive around the rough roads of Mount Taranaki. He came back a changed man ~ convinced that no other car on the road could match the Citroën for comfort and handling. Then he fixed it. Four days later he ordered himself a new Citroën and a set of tools. Then he bought two second hand Citroëns.

'That's when they started calling me Mad Max, the Citroën Crank,' he told the Herald. 'But that doesn't worry me. I'm also known as Metric Max the Citroën fanatic.'

The new Citroën sat in a shed for a year because Max reckoned he'd wear out the other two cars first.

### *Fools and their Cars*

By 1954 the garage partnership was failing. Max's obsession with Citroëns was starting to wear on the relationship. He took over the garage when Jim was advised by locals to 'get out before Max sent the business broke'.

The business was renamed Waimate Motors, Max became a Citroën dealer and set about convincing the people of South Taranaki that Citroën was the only really safe car on the road.

'He started terrorising the local townsfolk with his on-again-off-again road driving demonstrations, and calling them 'fools' if they did not heed his warnings on how un-safe the more conventional cars were,' a reporter for the 'North Island Citroën' magazine wrote.



Max bought, sold, serviced and collected Citroëns. He had a knack for selling the cars too. In that first year there were 50 Citroëns within a 16km radius of the garage. Max was so successful that at one stage it was rumoured that the Manaia district had more cars per head of population than Paris.

Word spread and soon people were coming from around the country to buy, sell or have their cars serviced by Max. When people came from afar Max would lend them his house to live in, staying with his brother until the work was finished.

'Would you like to see something remarkable?' was one of his favourite lines as people walked in his workshop door. Sometimes all they wanted was travel directions ~ but Max would regale them with tales of

the Citroën ~ often for hours.

### *On a Citroën Crusade*

He loved to show off his Citroëns ~ and would go to great lengths to prove the car's safety and performance.

Driving a potential customer along the road he would suddenly swerve onto the berm, bumping along the road edge to prove what a smooth ride the car gave.

Often he'd take a customer on a 300km trip ~ arriving home hours later ~ just to convince them of its comfort and handling ability on all roads.

Or he'd take a back wheel off the car and drive around district three wheeled ~ daring any other car dealers to do likewise.

Max reckoned the best thing about the Light 15 was its safety. To prove this he and his mechanics test drove the car with-



## The Waimate Garage Legend

out touching the steering wheel. Instead the Light 15 was steered by a person sitting in the back seat moving from side to side as they approached corners.

These antics often got Max into trouble with the police ~ but according to John Kurriger in the Taranaki Citroën Car Club's booklet 'More Citroëns than Paris' ~ he was never convicted of a traffic offence in a Citroën.

'Many times before the court case was heard, he actually got the apprehending officer to go for a drive and try it for himself. It seemed to work wonders ~ or was it that they let him off just to get rid of him?

'Max was a complex person who would lend the right person a car for two years, but then refuse to sell another a car, regardless of the offered price.' And he was very particular about things.

The local doctor had a D Safari that he dropped off one day, unarranged, to have fixed. 'A while later he came back to collect it,' writes John. 'Max said 'Now listen here my good fellow, just because you are a doctor and can save lives does not give you priority. When I want to visit you as a patient you make me wait two or three days for an appointment. Then I have to sit in your waiting room for an hour, and you expect me to pay before I leave, with no

guarantee of satisfaction!'

Sometimes Max would 'un-sell' a car, cancelling a sale if he thought a person was unworthy of owning a Citroën. Unbelievably this did happen ~ leaving a very embarrassed client.

He sold mainly second hand Citroëns and was known to throw rubbish over cars he wanted to keep for himself ~ so people wouldn't pester him to sell.

Max's commitment to his customers often kept him busy at all hours of the day, seven days a week. He believed in after sales service and told his customers that if they ever broke down ~ no matter where or when ~ to call and he'd help. This lead him off on adventures all over the countryside ~ often late at night.

On one occasion an elderly couple from the South Island called into the garage with their Citroën, they'd heard about Max and asked him to look at the car ~ complaining that it had never worked properly. Max ended up offering them his car to continue their North Island holiday ~ then fixing the Citroën for nothing. Really it was a canny marketing ploy. The couple were so astonished at the result they told all their friends ~ and Max's business increased.

### 'D' for Citroën

In 1957 the DS Citroën came

to New Zealand. Max was apprehensive about this new car ~ a vehicle so different from the Tractions he had worked on. But he came to love the car ~ eventually making a trip to the Citroën factory in France to gain first hand knowledge of the vehicle.

He came back home with a wealth of knowledge ~ especially in hydraulics. The D-Series Citroën had received his stamp of approval and remained his favourite throughout his life.

### Max the Man

Max had married Eileen Howarth in 1959 but it was to be a brief marriage ~ the couple split just two years later. Living with Max and his Citroëns was not an easy thing.

While Citroëns were Max's life he did find time for rugby. He played for Waimate seniors and later would close up the garage on a Saturday afternoon to watch the team play. He liked clarinet music and a drop or two of Drambuie.

There was also a side to Max that not everyone saw. He could be very generous ~ lending money to hard up locals, or secretly dropping off a carton of groceries at someone's back door.

'There were two sides to Max,' wrote Eric Darrah. 'In business he could be very ruthless and the other extreme he'd be very very generous.'

### Good Years

The 1960s and early 1970s were good times for Max and the Waimate Garage. He'd built a good reputation and the business was ticking over by itself.

There were five mechanics ~ most of whom he had trained himself. Although he was a difficult boss ~ many staff didn't stay long ~ he had a wealth of knowledge and experience. One of his favourite sayings was 'even if it's got two 'R's' on the grille it's still no good if it's not looked after'.

It was this belief that saw Max reluctant to retire. 'I have so many friends who drive and appreciate Citroëns I feel morally bound to retain the service,' he told 'North Island Citroën' magazine.

But the loss of the new car franchise for Citroën, poor health and a growing fear that the IRD [Inland Revenue Department] were after him caused Max to take his own life just two months before his 70th birthday.

He died in one of his beloved cars ~ gassing himself in a Citroën Safari near his farm on 13 October 1983. Rumour has it he left a note reading 'I told you they'd get me in the end'.  
First published 25 October 2005.  
Text source: <http://www.pukeariki.com> Pictures source: [www.ds23.co.nz](http://www.ds23.co.nz) [Stuart Craig collection]





# **CITROËN CLASSIC OWNERS' CLUB OF AUSTRALIA**

Australia's National Citroën Car Club

