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2cvGB News

January 2019 **No 480**

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Editorial

I've just bought an AX! A 1994 Spree with 82k on the clock and nothing fancy about it other than a sunroof, metallic blue paint and the jazziest fabrics seen since Prince hung his boxers out on the washing line at Paisley Park. Those extravagances aside, it's a simple 3 door, 954cc 4 speed with dynamics absolutely uncorrupted by any kind of power assistance.

I didn't really mean to buy one, but like all the best things in life it just happened. Now, I've had quite a lot of experience with AXs before - I ran a nearly new ex-Citroën press fleet GT for 4 years and my wife replaced her Mini with a K reg Hi Lite - so I've always held them in very high regard. The elegant solutions to weight reduction are something that the automotive industry will never revisit as long as the current obsession with offering a "premium brand experience" exists and the styling is understated and elegant. But it's only with the distance of time between these cars and my latest purchase

that I'm able to revisit the AX objectively and realise just how much they have in common with the spirit of the 2CV. The ride is fabulous, the handling surefooted, the steering



precise and perfectly weighted. The engine and 'box give their best when being worked hard and although it feels ultra-light it just about stays on the right side of flimsiness - it may feel as though things are about to fall off, but nothing appears to have so far! The interior is simple, practical and surprisingly comfy. Of course, it has an engine half full of water and a couple of cylinders too many, the offset pedals are as much a minor irritant as they were back in the day and the gear lever seems a little vague compared to my AXGT but apart from that I think it's a lovely little thing. I don't want to compromise such original condition by using her (She's called Priscilla, by the way...) as a daily driver, but drive her I will - although sadly I couldn't sort the tax and insurance out in time to debut her at the excellent BBC2CV Christmas meal in Weoley Castle.

So, when asked will there ever be another 2CV, I'll say that there already has been. It was called the AX.

Tony

DEADLINE FOR FEBRUARY SUBMISSIONS IS 10TH JANUARY

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Whilst every effort is taken to ensure accuracy of information and advice given in any articles in this magazine, neither the Club and the Officers, nor the members and authors of such articles, accept any liability whatsoever for such advice.
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Current 2CVGB Dating certificate charges as of 1st April 2015

2CVGB Members: 1st
vehicle £25 and any
subsequent ones within
the following 12 month
period £50 each.

Non-2CVGB

Members: £50 per
vehicle.

Please make cheques
payable to "2CVGB
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Officer, please email
registers@2cvgb.com
for details.

MISSING MAGAZINES Please contact memsec@ 2cvgb.com

All the people who serve on the
committee (including the
Directors, marked 'D' above) do
so as volunteers. None of them
are paid for the work they do
and all work from home in their
spare time, most around full time
jobs. Please therefore be
considerate when contacting
them and the demands you make
on their time. They are happy to
help you but may not always be
able to do so immediately.

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FRONT COVER: Joe & Zara Cent in their 2cv

Please send event details to:
events@2cvgb.com

EVENTS

DIARY

Deadline for entries:
no later than the 5th of the month

FOR AN EVENT TO BE COVERED BY THE CLUB'S PUBLIC LIABILITY INSURANCE

it must be recognised as a club event and therefore be published in the magazine by contacting the Events Co-ordinator. (Contact details on p4) If for any reason any of the event details change, the Events Co-ordinator must be notified, or the event will no longer be recognised, and therefore not covered.

JANUARY 2019

KEY TO SYMBOLS

-  Event or display organised by 2cvGB
-  Event organised by a 2cvGB local group
-  Event organised by 2cv racing club
-  Includes camping
-  Outwith the UK
-  Hotel stay
-  Meal out

1st Les Fils de Vitesse/Pompey Puddleducks 29th

NEW YEAR'S DAY BARBIE at the Hollycombe Steam

Collection Museum, Liphook, Hants – GU30 7PL.

Barbecues will be supplied and ready to cook around mid-day. Hot and cold drinks free but bring your own food and picnic tables/chairs. For more details

or directions please contact:- Tony White (Les Fils) 01276 34518/07803 143311 tonyshirley2cv@btinternet.com, Karen and Andrew (Les Fils) – 01252 679649 belle2cv@gmail.com, Sean Cullen (Puddleducks) 02392 380037/07906 077139 scullen.sc4@gmail.com, Peter Mitchell (Puddleducks) 02392 553024 splash2cv@btinternet.com

3rd Aire Cooled Alley Cats UNWANTED CHRISTMAS PRESENT SWAP The New Inn,

East Bierley 

5th - 6th The English NITS and Jesse Wigman present RAID WANLOCKHEAD Start the year

with Scottish event! Come and enjoy lunch in the highest pub in Scotland. Starting from the border at Greta green a sixty five mile run through some stunning countryside, with lunch after at the Wanlockhead Inn, the highest pub in Scotland. We are arranging a special rate with a local hotel for Friday the 4th and Saturday the 5th. Please contact either: John Stenhouse johnstenhouse1@yahoo.co.uk or Jesse Wigman jessewigman@live.co.uk for details.   

6th Les Hiboux RAID TAN HILL 2019 (Remembering Brian Senior) the 29th year running for this traditional event. Travel over snowy roads to Great Britain's highest Pub at 1,732 feet above sea level. Raise a glass to Brian Senior who founded this event in 1990 (died January 2018) and enjoy a unique experience in the Yorkshire Dales. See www.leshiboux.org.uk for details and email or phone Barbara Pearce on leshiboux@talktalk.net or 01977 702697 for additional information if required. 

27th 2cvGB COMMITTEE MEETING at Coventry Air Museum 11am start. For further information, please contact the secretary. 

MARCH 2019

3rd Yorkshire Coasters THE WATERWHEEL TEAROOMS AND BISTRO Howden, DN14 7JP. Arrive

at 12:30 for 1pm. If you would like to join us please contact Philip or Helen on 01944 758867 or email p.clark130@btinternet.com  

22nd - 25th Aire Cooled Alley Cats HOTEL WEEKEND NUMBER 4 Grand Atlantic Hotel, Western Super Mare, BS23 1BA. Dinner bed and breakfast for 3 nights will be £139.00 per person. Contact Liz Rogers for more details on 07939 162960.  

31st AMI 8 50TH BIRTHDAY MEET Cosford Royal Airforce Museum, TF11 8UP. From 11am. An informal meet to get as many Ami's as possible in one place! All A series & members welcome. We have exclusive use of one of the car parks at, £4 to park, free entry to museum etc. Contact Neil Lewis on 07434 202078 or theamiregister@gmail.com

DUE TO SPACE CONSIDERATIONS

Please can you submit your events requests using the following criteria? Date - Local Group - Event title - Brief description of event including start time if known - Contact details. Further details can be added separately which will be included when published on the club's website (www.2cvgb.co.uk). Please can you also provide consent that you are happy for your personal details to be published on the web and or Facebook.

APRIL 2019

28th Aire Cooled Alley Cats DRIVE IT DAY Crich Tramway museum, Crich, Matlock, Derbyshire, DE4 5DP. Booked for a large group display in the museum streets. Contact Liz Rogers for more details on 07939 162960. 

MAY 2019

5th - 6th CITROMOBILE For more details please refer to <https://www.citromobile.nl/indexen.html> 

9th - 12th TROY NO EXPECTATIONS 4 (DEFINITELY) Brighton Ferry, nr Selby, YO8 6DH. Riverside field with pub on site. £8 per unit per night. For more details contact David Holmes 01924 826827 or 07586 346084, David Eden 01405 813640. Please refer to our website for more information - troy2cv.btck.co.uk  

23rd - 28th North Somerset Tin Snails NSTS CAMP / 20TH ANNIVERSARY OF THE ECLIPSE CAMP Did you come to one or more of the 9 Somerset Camps or any of the Cornwall camps that ran from the Eclipse Camp in 1999 to 2008? Why not join the NSTS Camp at our usual site near Wells in Somerset. Only 50 places so booking is essential. Exclusive use of campsite with toilets, showers and flat mown grass. Email nsts2cv@gmail.com for details  

30th - 3rd 2CVGB/CCC/TOC CITROEN CENTENARY CELEBRATIONS IN THE UK Coombe Abbey Country Park, near Coventry, CV3 2AB. For more information about this weekend please refer to the events page on the Club's website - <https://www.2cvgb.co.uk/uk-events/event/179-citroen-centenary-celebrations-in-the-uk.html>  

JUNE 2019

1st REGISTERS DAY Coombe Abbey Country Park, Brinklow Rd, Coventry, Warwickshire, CV3 2AB. Please note that the main event will be on the Saturday and not the Sunday.  

21st - 23rd Firkin Flyers SUMMER CAMP Bank House Farm, Hulme End, Derbyshire, SK17 0EX. More details on how to book for this fabulous weekend will be added in the New Year. For further information contact Jinny on 07970 803037 or jinnys@sky.com.  

30th Yorkshire Coaster AT HOME WITH THE CLARKS SUMMER BBQ. From 3pm onwards. If you would like to join us please contact Philip or Helen on 01944 758867 or email p.clark130@btinternet.com.  

JULY 2019

19th to 21st CITROEN CENTENARY CELEBRATIONS at La Ferte Vidame, Nr Paris. For more information please refer to <https://en.citroencc.com/>  

30th to 4th 23RD WORLD MEETING, Samobor, Croatia. For more information please refer to <https://www.2cv.hr/en>  

(CONTINUED ON NEXT PAGE)

SEPTEMBER 2019

1st Yorkshire Coasters THE OLD TILE WORKS RESTAURANT, Old Tile Yard, Far Ings Road, Barton-upon-Humber, DN18 5RF. Arrive at 12:30 for 1pm. If you would like to join us please contact Philip or Helen on 01944 758867 or email p.clark130@btinternet.com. 🍴🍷

5th - 8th Lancaster Bombers 18th SILLOTH (Music and Beer Festival) CAMP Camping again at Solway Holiday Village, Skinburness Drive, Silloth-on-Solway, Cumbria. To mark the 70th anniversary there will be a special “scenic drive” on the Saturday. You can come early and or stay later, if you wish. Prices to follow. For more details please e-mail Keith on keithbewley@hotmail.com 😊🏕️

DECEMBER 2019

1st Yorkshire Coasters FESTIVE CHRISTMAS LUNCH - Venue yet to be decided 🍴🍷

IF ORGANISING AN EVENT WHETHER ON BEHALF OF 2CVGB OR A LOCAL GROUP EVENT PLEASE NOTE THAT THE FOLLOWING ARE SPECIFICALLY EXCLUDED FROM 2CVGB'S PUBLIC LIABILITY INSURANCE

- Bonfires and Open Fires, Fireworks, Chinese Lanterns & Bouncy Castles
- It's a Knockout type competitions
- Donkey Derby Races
- Children's rides or fun fairs.

IF ANY OF THESE are to be included in an event they will be the **sole responsibility of the 'Event Organiser'**, and it is up to that individual to take out **their own insurance** to cover any eventuality that may arise, as otherwise they will be held **personally liable** should a problem arise.



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OVERSEAS UPDATE



Meeting news
On the 1st to 3rd February the Dutch Association of 2cv Friends will be hosting their 17th International Winter Meeting. It will be held in camping 'de Veenkuil', Hopweg 21, 8314PX in Bant. It's a fantastic, friendly meeting and I'd definitely recommend

Hello all, Happy New Year! I hope 2019 is a good one for you.

First up a reminder...

Register for the APUA Help book. The closing date is 31st January 2019. Old names are NOT AUTOMATICALLY re-entered so do go to the website and re-register. www.2cv.fi/ and click on APUA-HELP

There are 5 categories that you can sign up for being:

- A.** I will help foreign 2CV (Dyane, Ami, Mehari...) friends in trouble
- B.** I know where it is possible to get spare parts (new or used)
- C.** I can take a 2CV in tow to the repair shop
- D.** I know a place where it is possible to spend a night for an economical price
- E.** I will show the interesting places of my home locality to foreign 2CV friend

So hopefully you'll all select A and B at least. I've not had to use the APUA book myself yet but have been called on to assist a Hungarian 2CV in the past. It was a simple enough job and I was repaid in wine for my efforts! So do please register especially if you are planning to travel abroad this year. 2019 is a World meeting year so I guess quite a few of you are going so sign up now before you go. You never know when you'll need to give or receive a bit of A series assistance.

it. Bonfire, welcome drink, great treasure hunt and a fantastic breakfast on the Sunday morning. The treasure hunt can be a bit muddy sometimes so if you fancy a bit of off road this is the meeting to go to. Take thermals though, as I have seen -18c there when it was really cold! More info can be found here www.2cvfriends.nl. See you there?

If Winter camping is not your thing then you could go to the indoor Winterhoesmeeting in Belgium from 22nd to 24th February. Friday 22nd doors open, Saturday 23rd there is breakfast and convoy and then on Sunday there is another breakfast. Cost for the weekend is €25 per person including the 2 breakfasts and a supper on Saturday. The meeting is at Jeugd-envakantiecentrum, Lupinestraat 1,3940 Hechtel-Eksel, Belgium. For more info or to book contact Tim Van Samang on +32(0)484887734 or email v.samang@gmail.com

If none of these take your fancy, then hopefully one of the following will. If you know of any meetings I've missed out let me know and I'll add it next month.

January 2019
25.01.19 - 27.01.19 Luxembourg 9554
“4th Revival Winter Meeting ALL IN” of the “2CV Club Letzebuerg” in Wiltz. At the Scoutscamping “Toutschemillen” in Wiltz.

Limited number of participants because only overnight in a hut possible! Info: "2CV Club Lëtzebuerg", 19, rue d Altlinster, Luxembourg 6163 Bourglinster, Tel. (L) + 352-78.92.15, E-Mail: contact@2cvclub.lu,

April 2019

18.04.19 - 22.04.19 Germany 38531

41st Easter meeting of the "ENThusiastEN Braunschweig" in Rötgesbüttel on the campground "Glockenheide" at Rötgesbüttel. Info: "Hägar", Tel.: 05304 - 93 04 95, E-Mail: Haegar@Godt.de, <http://www.2cv-club-bs.de>

18.04.19 - 22.04.19 Germany 76277

44th Easter meeting of the "2CV Club Karlsruhe" in Karlsruhe Durlach on the grounds of the "KSV Durlach". Info: Brigitte Wagner, Tel. 0721 818568, Mobile: 0170 4975946, E-Mail: brigitte.wagner2CV@email.de, Manfred Kling, Tel.: 07233 - 47 39, klingmanfred@t-online.de. From A5 exit KA-Durlach signposted by Citroën-Chevrons.

26.04.19 - 29.04.19 Netherlands 9561 PG

Meeting of the "2CV Club Winschoten" in 't Schot, Ter Apel. Info: "2CV Club Winschoten", <http://2cvclubwinschoten.nl/>

May 2019

03.05.19 - 05.05.19 Germany 53567

Meeting in Asbach-Löhe. Regional meetings, cozy, rural, as always please only 2CV / A Series, as well as HY. Info: Jürgen, Mobile: 0177

- 448 19 67, Martina, Mobile: 0178 - 211 29 50
29.05.19 - 02.06.19 France 18200

26th national meeting of 2CV Clubs de France by "Cher Deuches 19" or Saint-Amand-Montrond (18) Info: "Dear Deuches 19", <https://www.cherdeuches19.fr/>

June 2019

07.06.19 - 10.06.19 Germany 29230

21st Heidjer Pentecost meeting on the Schützenplatz in Hermannsburg-Baven. Info: Witty, Tel.: 05052 - 9 42 36, E-Mail: WittyW@aol.com or Pat + Angelika, Tel 05052 - 29 59, E-Mail: dieentenfeder@online.de

07.06.19 - 10.06.19 Germany 46395

Traditional Int. Pentecost meeting of the CCRR e.V. in Bocholt-Mussum At Marienplatz 1. Info: Citroën-Club Rhine-Ruhr e.V., E-Mail: mail@ccrr-ev.de, <http://www.ccrr-ev.de>

14.06.19 - 16.06.16 Germany 24235

7. Baltic Sea chatter of "OstseeEnten-SH" in Wendtorf on the Kiel Fjord on the camping oasis Bonanza. Info: "OstseeEnten-SH", Petra, Mobile: 0172 - 435 15 99, E-Mail: ostseeig2cv@web.de, <http://www.ostseeenten-sh.de/>

20.06.19 - 23.06.19 Germany 53894

5. Eifel ducks meeting of the "Eifel ducks" in Kommern Levanoweg 3, 53894 Mechernich. Info: "No doubt Eifel ducks", Culrich, Mobile: 0151-56000542, E-Mail: info@eifel-enten.de, <http://www.eifel-enten.de>.



21.06.19 - 23.06.19 Germany 77963

19th Rhin-Schnooge meeting in Nonnenweiler (model airfield) Weckli, great food, drinks, campfire, bathing lake 750m away. Info: Ellen, Tel.: 07821 5492720, Roger, Tel.: 07824 660679, E-Mail: roger.lenz@t-online.de, Petra u.



Martin, Tel.: +49 (0) 7821/959232

28.06.19 - 30.06.19 Germany 79206

13th Attila meeting of the "Dreisamenten Freiburg" near Niederrimsingen on the Attila rock. Coordinates: + 47 ° 59 '35.59 " , + 7 ° 40' 35.19". Info: "Tricycles Freiburg", Quax, Tel.: 0761 - 38 15 66, E-Mail: quax@dreisamenten.info, <http://www.dreisamenten.info/>

July 2019

05.07.19 - 07.07.19 Germany 84367

11th Rottaler Ententreffen at Grasensee, 84367 Tann, Lower Bavaria. Info: Franz Obermaier, 015777450274, E-Mail: antnfahrer@gmail.com.

13.07.19 Germany 93816

4th Regensburg duel meeting "Duck meets Bulli" of the "Regensburger ducks - Stammtisch" in Adlersberg at "Prösslbräu Adlersberg". Overnight accommodation available on site, if desired, please register. Info: "Regensburger ducks", Regina Chaibi, Mobile: 0175 - 579 66 20, E-Mail: RegensburgerEnten@t-online.de

19.07.19 - 21.07.19 France 28340

Anniversary meeting 100 years "Citroën Automobile" La Ferté Vidame !!! Attention new venue !!! on the proving grounds Citroën proving grounds. Info: "ACI Amicale Citroën Internationale", <http://www.amicale-citroen-internationale.org>

30.07.19 - 04.08.19 Croatia 10430

23th INTERNATIONAL MEETING OF 2CV FRIENDS 2019 in Samobor hosted by the "Citroën Club Croatia" Info: <https://www.facebook.com/pages/Candidate-for-the-23rd-2cv-World-Meeting-2019-Grobnik-Croatia/469362963221131?sk=timeline>

August 2019

23.08.19 - 25.08.19 Luxembourg 9554

38th summer meeting of the "2CV Club Lëtzebuerg" in Wiltz on the scout camping "Toutschemillen" in Wiltz (from Wiltz with Citroënwinkeln signposted). Info: "2CV Club Lëtzebuerg", 19, rue d Altlinster, Luxembourg 6163 Bourglinster, Tel. (L) + 352-78.92.15, E-Mail: contact@2cvclub.lu, <http://www.2cvclub.lu>

December 2019

06.12.19 - 08.12.19 Germany 78098

43. Hüttenfest in the Black Forest in the Fuchsfalle Low number of accommodation options in the mass storage (pack sleeping bag / sleeping mat). Info: Marianne, Tel. 07723/50237, Ellen, Tel: 07821/5492720, Roger, Tel.: 07824/660679, E-Mail: roger.lenz@t-online.de, Petra u. Martin, Tel 07821 959232

That's it for now. See you in Bant? Drive on the right

Mark sf pr ttr

Hello folks – sorry I’ve failed to produce any articles since the October 2018 issue. My excuse for this is that things have been moving so fast behind the scenes that I couldn’t catch up.

First of all, a significant announcement – following the realisation that SPOG would not survive in its current form, the Committee have been hard at work on an alternative way of financing the production of specialist spare parts which are so vital to keeping our cars roadworthy. It has been agreed that the SPOG Discount Units Scheme is wound down.

Although it was always made clear that the cost of members’ SPOG ‘investment’ was non- returnable (except in extreme circumstances), our Treasurer Mark will be writing to all DU holders to explain the situation and invite you to apply for a full refund of your ‘investment’. There may be DU holders who have bought them recently (in the last 5 years or so) who feel they have had little value from the discounts offered – and it is important to the Committee that they remain happy 2CVGB members. There may also be members who have held them for many years and had full (or no) use out of the discount scheme. All DU holders will be treated equally. Those members who decide not to apply for their money back, we say a big thank you in advance. Your money will stay in the Parts Company coffers and be used to continue financing ongoing projects.

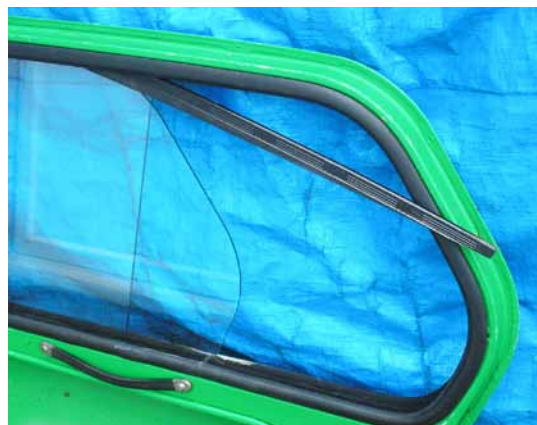
Each year 2CVGB Ltd agrees to match the value of DU’s bought in the previous financial year. This will obviously stop. Instead, continued financing will be in the form of an additional £2.00 contribution from each member subscription. It has

been calculated that this will at least cover the cost of SPOG’s Liability Insurance, which has been the largest annual drain on its resources.

The next big announcement for 2019 is that 2CVGB Parts Ltd, will soon be fully e-commerce. This is a joint venture with 2CVGB Ltd, which will include the club getting a brand new, up to date, state of the art website. More news on this as development progresses.

I would also like to announce a couple of new SPOG parts. David Eden has been (and still is) hard at work sourcing and developing ‘A’ Series parts which have become unavailable elsewhere or are sensible modifications.

1) Dyane REAR door rubber sliding window channel. The fronts have been available from SPOG for some time, but there are many people who would like ventilation through the rear door windows as well. These are a direct replacement for the Spanish spec. Dyanes which were not the only version offered with opening rear side windows. Unfortunately, this is not a full conversion kit for UK Dyanes. These



are ONLY the rubber channels, specially shaped to fit the REAR door window apertures. So, you will have to source the glass yourself, and to make life even more complicated, the aperture is not parallel top and bottom. The Spanish cars have a plastic ‘wedge’ which fits in the top to make it parallel. See photos (previous page & left) of the conversion David Eden is developing.

He would like to introduce you to Cedric (who’s hoping no-one will



shut the window on him), a small relation of Taffy’s, who has vowed to carry on the good work at Eden Towers.

2) Ami 8 Rear Bumper Valance. This is the cleverly shaped painted steel panel which fits between the bumper and the back of the car just below the boot lid, stopping muck being thrown up into the bottom of the boot lid. They often get squashed if the bumper is damaged, and when the bumper is replaced, they get roughly bashed straight and the rot sets in. New ones have been unavailable for some time, and this is a high-quality steel panel which fits correctly (see photos below).

Think that’s it for now. Roll on e-Commerce.

SPOG PRICE LIST from 1 January 2019

Stock code Description 2cvGB Member Price £
(including VAT @ 20%)

110009	Oil breather mounting studs (pair)	6.00
120009	Fuel Pump studs (pair)	6.00
121009	Oil filter adaptor + 2 nuts	15.60
121029	2cv front door rubber window buffer	4.50
121119	A series gearbox synchro rings (3 small rings)	18.00
121129	A series gearbox synchro rings. (2 small + 1 large ring.)	18.00
210009	Cross-box Hanging Studs (Pair)	6.00
211009	Heat exchanger repair plates (Pk 2)	4.80
220104	Ami rubber fuel pipe	36.00
240009	Bijou grille plate kit	16.80
241105	Slough 2cv / Bijou clutch cable	38.40
242009	El Cid rhd fibreglass dashboard	360.00
242019	Mehari rhd fibreglass dashboard	360.00
243019	2cv fibreglass rear wing protector (pair)	35.00
321119	Nippled king pin bottom plugs with removable nipple	7.20
321129	Nippled king pin bottom plugs with fixed nipple	7.20
331119	Shallow nippled stainless steel castle Screw	7.20
331129	Large nippled stainless steel castle screw	7.20
350009	Seal only for repair kit for end of A series suspension unit	1.20
350019	Repair kit for end of A series suspension unit	8.40
351119	Rear bump stop bracket (2cv/Dyane) left hand side	39.60
351129	Rear bump stop bracket (2cv/Dyane) right hand side	39.60
351209	Replacement cup for rear bump stop bracket	9.60

351309	Replacement rubber cone for rear bump stop rubber	9.60
402104	Ami LHM brake reservoir union kit	9.00
411119	2CV4/2CV6/Dyane4/AZU van front drum brake eccentrics (set of 4)	15.60
411219	Dyane6/Ami/AK400/Mehari/front brake s/s eccentrics (set of 4)	15.60
411329	2CV/Dyane universal rear brake s/s eccentrics (set of 4)	15.60
531102	Dyane s/s headlight ball pegs (pk. Of 3)	6.00
531309	Dyane/Acadiane/Mehari plastic headlight sockets (set of 3)	10.80
533204	Dyane rear light modifications (per pair) exchange*	21.60
711104	Ami Lower bulkhead repair (2 pcs.)	31.20
711112	Dyane Windscreen Pillar Left	29.80
711122	Dyane Windscreen Pillar Right	29.80
711202	Dyane lower windscreen/ bonnet hinge repair	150.00
711302	Dyane outer lower bulkhead with wing brackets	24.00
711309	Dyane/Acadiane s/s air vent bolts and washers (pk of 5)	10.80
712011	2CV front door lower hinge plate left	13.50
712021	2CV front door lower hinge plate right	13.50
712101	2CV Drip channel section on A post	6.00
714009	Dyane front wing tie plate	2.40
714092	2cv/Dyane Bumper plastic insert fixing kit	7.20
714102	Dyane C Post repair and closing angle (sufficient for 1 car)	13.80
715103	Van rear box cross member repair set (2 pieces)	24.00
715112	Dyane Inner Rear Wing (Left)	204.00
715122	Dyane Inner Rear Wing (Right)	204.00
715132	Dyane Inner Rear Wing (1 Left + 1 Right)	396.00
715203	Acadiane rear hoop clip	7.50
715302	Dyane rear valance panel pre 1976	180.00

715312	Dyane rear valance panel post 1976	180.00
715333	Dyane boot floor panel	168.00
715433	Dyane boot vertical panel	144.00
716102	Dyane inner sill repair	10.80
717113	Van standard side rail section	21.60
717123	Van side rail with extended flange	21.60
717133	Acadiane Mixte channel length for long side window	28.20
717233	Van repair for bottom of petrol tank & spare wheel cover (2 pieces)	18.00
718201	2CV Roof white plastic saddle washers (set of 2)	1.98
718114	Ami Saloon or Estate roof section short front left	18.00
718124	Ami Saloon or Estate roof section short front right	18.00
718214	Ami Saloon roof section long left	18.00
718224	Ami Saloon roof section long right	18.00
718314	Ami Estate roof section rear left	18.00
718324	Ami Estate roof section rear right	18.00
720101	2CV door bottom repair strip	15.00
720202	Dyane door bottom repair (2 pieces)	18.00
720412	Dyane plastic door handle gaskets grey (Pair)	10.80
720422	Dyane plastic door handle gaskets black (Pair)	10.80
721132	Dyane front door sliding window channel (pack 2)	99.00
721202	Dyane front door grey plastic glass guide (1)	10.80
721232	Dyane front door grey plastic glass guides (pk 2)	19.20
721302	Dyane (all 4 doors) & Acadiane (front doors only) door trim clips (set of 4)	5.40
722312	Dyane striker plates pre 1973 front (pair)	37.80
722322	Dyane striker plate pre 1973 rear (pair)	37.80

722402	Dyane rear door sliding window channel (pack of 2)	114.00
723103	Van rear door bottom seal repair strip	15.00
723302	Dyane tailgate hinge pins (pack of 2)	16.80
723402	Dyane tailgate seal	12.50
723503	Van rear door & spare wheel cover locating tabs (set of 3)	4.20
724104	Ami quarter-light channel left	43.20
724204	Ami quarter-light channel right	43.20
725203	Van rear drip channel above doors	12.50
740054	Ami 8 rear bumper valance	57.60
740102	Dyane rear bumper bracket	37.80
751114	Ami bonnet grommet	1.80
752009	Dyane bonnet grommet (pk of 2)	4.50
761402	Dyane bonnet hinge pins (pk. of 2)	16.80
900010	Serviceable Ducellier 6 volt lever starter motor (<i>Please check availability before ordering</i>)	66.00
900012	Serviceable 12 volt wiper motors for Ami, Dyane and early 2cv (<i>Please check on availability before ordering</i>)	£66.00
900015	Wiper motor spring and isolator	7.80
900019	Insertion tool for Ami brake cylinder (Returnable deposit)	14.40
900109	2CV 5mm slotted round head screws (Pk.10)	3.60

These prices are the full amount payable by 2cvGB members and include VAT

- Prices do not include post & packing.
- Items are supplied in the standard quantities stated (unless otherwise stated standard quantity is ONE). It is assumed that the number of items ordered is the number of PACKS you require. i.e. If you only want one pack of an item which comes as a pack order 1 PACK. DO NOT ORDER the number of items in the pack.
- Quoting the Stock Code and your 2CVGB membership number speeds the process of getting your order together.
- *Exchange items. A returnable deposit is charged if the exchange item is not delivered with the order. Contact SPOG Co-ordinator for details of how this is prearranged.
- All items are supplied on the understanding that the purchaser has the necessary skills to fit them or is arranging for them to be fitted by a suitably skilled person. 2CVGB Parts Ltd accepts no responsibility for failure or damage caused by the incorrect fitting of any item supplied by us.
- SPOG is a trading name of the 2CVGB Parts Ltd.
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correspondence

Email: editor@2cvgb.com **Twitter:** @2cvGB

Forum: www.2cvgb.co.uk/forum

The deadline for letters to be included in the magazine is the 10th of the month

RESPONSE ABOUT REAR WINDOW

Being the owner of the Orange and White 2CV parked in Hong Kong, I feel well placed to answer your question regarding the unusual rear window arrangement.

I was making a new hood for the car (using the Maddern method) back in the spring and had installed the unfinished hoot on the car to ensure correct alignment. The onset of summer left it too hot to continue to work enjoyably outdoors and left me no opportunity to install the rear window, which is still stored in my shed.

Contrary to Ian Thomson's update the underside of the car is not covered in sand and salt. It is sitting on a solid original Citroën Dyane chassis and is fully road worthy being taxed and MOT'd until March 2019. Fingers crossed she'll pass again next year!

Thanks Ian for the pictures. I did get quite a pleasant surprise seeing my car on these pages.

Kind regards

Ben Sargent



2CV (SORT OF) SPOTTED IN GARAGE?

Just opened garage to get the mower for the last cut of the grass and remembered I have this to sort...

Graham Waller

The deadline for letters to be included in the magazine is the 10th of the month please

Peak 2cv

Wirksworth, Derbyshire

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2019 National

Previously your committee had decided that this year's National would be incorporated into the combined club's Citroën Centenary Celebrations at Coombe Country Park, Coventry. However the committee has become aware that this decision was not universally popular amongst you and so at its meeting in November it decided that there was no reason why the 2019 National could not be a stand alone event after all.

So, as is normal, we are asking a local group or groups working together to come forward with proposals for a venue for this year's National and on a date which does not clash with existing diary commitments in the UK and further afield (particularly the centenary meeting in France in mid July and the World Meeting at the beginning of August).

If you think that your group could help with the planning of this year's National please contact me or any committee member. Thank you.

2019 Registers Day

At the same time as making its decision about the National, your committee decided that this year's Registers Day should be held on Saturday 1 June at the Citroën Centenary Celebrations at Coombe Country Park. Details will be announced nearer the date.

Simon Saint

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“What would make my life easier and save the club hundreds of pounds, would be if as many members as possible could pay by Direct Debit”

Memsec Matters

Some of you may have noticed that there is a new MEMSEC in town, well that's me and I want to say a massive 'Hello' to everyone in our wonderful club.

I initially only attended the last AGM as a rep for my local club the Cheshire Dragons, and after listening to our leader Simon talk about how the club belongs to us all, but very few people come forward to help with the running of it, I decided to volunteer for the job of Memsec as it seemed easy, what more could there be besides filling in a little spreadsheet every now and then??? How wrong was I haha!!!! I now know why on my way out of the AGM, I was given some very pitying glances from other members lol

But after some great training from our previous Memsec Andy, and having the Memsec Bible to work from, I have now completed 2 months. I won't say I haven't had a good few OMG moments, and it is rather more than filling in a little spreadsheet (think of almost a full time job) but I am thoroughly enjoying it and it's great to see how the club is run and have some input into some of the decisions that are made.

A large part of my new role is the renewing of memberships which takes a lot of time, not from the computer side of things, but the folding letters and stuffing of envelopes – unfortunately I didn't get a little elf when I took on the role to do this bit for me.

For Direct Debit members I only have to stuff their envelopes once per year, but for members who pay by cheque or credit card, I have to do it twice. As there are over 1200 non Direct Debit members, there is a lot of stuffing going on each month, not only does this take a lot of time to do, but it also costs the club a lot more money in postage, envelopes, printer ink and paper, as all of this is done from my home office (ok spare bedroom).

What would make my life easier and save the club hundreds of pounds, would be if as many members as possible could pay by Direct Debit, it is so easy to set up, just print off a DD form which I will email you or post to you, send it back to me and everything is done for you, no need to do anything each year apart from receive your membership card in the post. If you want

to cancel at any time, just drop me a quick email and I can do it for you, or you can cancel yourself and BACS will stop it and let me know so I can update my end. So go on, you know you want to be nice to me, sign up for a Direct Debit Membership and I will be a happy girl.

If you are not bored yet here's a bit about myself. I fell in love with 2cv's when I was about 20 but got them mixed up with the Dyane, so when I said to my husband at the time I loved the Citroen Dyane, I really meant the 2cv and guess what I got, a Dyane! Doh!! I've never made that mistake again, but I have got to say I loved my Dyane and went on to have a second one, in fact I passed my driving test in my first Dyane. Since then I have had six 2cv's and can never imagine life without one. My hubby Stevie surprised me with a 2cv for

my 40th birthday as I had been without one for a good number of years, and we are now onto our 4th together, hence she is called Baby4our. Some of you may have spotted Baby4our at various events as she does tend to stand out due to having the odd flower or two, and because of her couple of flowers, she is now the proud owner of 2 silver cups which she won by winning the Disc Brake section at Registers two years on the run, she is now in Masterclass but I think her winning days are over as there is some stiff competition from proper good cars

Well that's it from me, I look forward to the hundreds of Direct Debit requests coming through and please come and say hello if you see me in a field somewhere (or in a bar which is more likely). Take care and lots luv.

Colette

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AGENDA FOR THE MEETING OF THE DEUX CHEVAUX CLUB OF GREAT BRITAIN (2CVGB) LIMITED

To be held
on 27th January
2019 at 11am
AT THE MIDLANDS AIR MUSEUM
COVENTRY AIRPORT,
ROWLEY ROAD,
BAGINTON CV3 4FR

1	Apologies for Absence
2	Approval of minutes of 23 November 2018
3	Matters arising
4	Correspondence
5	Reports
6	Review of membership fees
7	Review of advertising rates
8	Update on combined clubs Centenary Meeting
9	Registers Day and National arrangements
10	Restoration show arrangements
11	Model anniversaries for 2019
12	Any other business
13	Dates of future meetings





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The Events Co-ordinator Role

At the beginning of last year I made the bold decision that it was about time I put something into the club so I put my name forward for the Events and Local Group Co-ordinator. Then as Liz Rogers was interested in just the Local Group side the then Committee decided to split the roll into two. For my side this means making sure that the events page in the magazine and on the

club's website is up to date. I must apologies now for all the times I have forgotten to include events – I am ever so sorry. To undertake this task I rely on being sent e-mails for new events or amendments by no later than the 5th of the month. Once the events listings have been proof read, I send them to Dot Moran on the 10th of the month.

So, if you see me or my car and have a new event that you would like to go into the magazine or wish to discuss an event then please feel free to speak to me or leave the details under the wipers on my car. Remember for an event to be recognised by the club's insurance it must appear on either the magazine's events page or the club's website. Finally, on a very important note you are all no doubt aware of the new Data Protection legislation, I refer of course to GDPR and the Data Protection Act 2018. I ask that when you are submitting events to me that you confirm that you consent for your personal information to be published in the magazine, this being your name, telephone and/or mobile number and e-mail address. This is to make sure that we are covered in case anyone asks. Look forward to seeing you on a field somewhere.

Nigel

The Main Event!

Hello for those that do not know me my name is Nigel Herring and I am your Events Co-ordinator. Rather than hiding in the background I thought I had better make myself known and submit an article.

A bit about myself and my interest in 'A' series

I got hooked in about 1977/8 when my uncle lent my mum a white J reg Dyane. Both my sister and I loved sitting in the back whilst it bounced over the uneven roads; especially a bridge about 4 miles from where I am now which back then was particularly uneven! We used the car for about 2-3 years and then it was given back to rot away in an outbuilding on his farm, more about this later. I do remember visiting my uncle several years later and pushing the car around the yard but, when I asked where the keys were, they seemed to be missing! His wife at the time had an orange 'N' reg but I do not know what became of it. Little did I know that in 1988 I would be the owner of an Ami 8 which appeared locally for £400! A friend

took me to see it and, after an inspection, money was handed over and a new way of life had begun.

I joined CCC that year and 2CVGB the next. Not long after I got her the starter motor packed up so I went over to my uncle's and removed the one from the J reg which was in a sorry state of affairs as the building it was in was collapsing around it. Whilst I was there, I took the front grille and steering wheel as these were the only salvageable items and later sold them at a rally.

I did over 40,000 mile in her in the 5 years of ownership going too far flung places such as Worcester Rugby Club for the National, Billing Aquadrome, Top Farm, Appletreewick and the World meeting in Switzerland in 1991 (still have the ornament). I even slept in the back with the rear seat removed.

Along the way I acquired an 'X' reg Dyane (which I ran for a bit) and an Ami service van for restoration and to be honest a bit past my experience level! I also bought loads of parts – rear and front light units,



bumpers, a bonnet and floors and one sill – the other being obsolete. The whole lot was sold about 1992 as I was out of work and could not afford to keep them.

I left the wilderness years (© David and Gill Eden) in 2005 when I re-joined 2CVGB and then came fully into the fold in 2015 when I acquired PAM 789Y a blue Dyane (now with a white roof) just before Poland - no she stayed at home for that trip. I have now done over 16,000 miles in her and I am planning to go to Croatia in her next year.

CITROEN CENTENARY 1919 – 2019

**A THOUSAND CARS
FOR A CENTURY OF CITROEN
31 MAY – 2 JUNE 2019 COOMBE
PARK, WARWICKSHIRE**

As we enter the Centenary year, here is the latest update about the major Citroen event in the UK!

The initial release in November included all the essential information, which will not be repeated here – but if you missed it (either in print or online) email us for all the details.

Charges

We are pleased to announce an early booking price of £35 for a car and all passengers for the entire event including camping. This enables you to arrive on Thursday afternoon and stay until Monday morning.

This price is valid for bookings made



before January 31, after which it will increase; there will also be a higher on-the-gate rate for anyone not pre-booked.

How to book

The website will be live soon, and you will be able to book online with payment by PayPal. We will also accept cheques and BACS transfers.

The site will carry the latest information, but the best option is to register your interest now and we will let you know when we start registrations so that you don't miss the early booking

“We are pleased to announce an early booking price of £35 for a car and all passengers for the entire event including camping”



“You can volunteer at any time, but the earlier the better. Be part of a unique event – there will only be one Centenary!”

offer. Our thanks to everyone who has already registered for updates!

In answer to several questions:

- Every Citroen-related vehicle is welcome – of every year, and including all kit, one-off and modified cars
- The event is open to everyone. You do not need to be a member of any club, register or group
- Camping is included, but there will be no electrical hook-ups (except for medical reasons)
- Day ticket prices will be announced nearer the date

How you can help

The success of this event depends upon its volunteers, so if you would like to help please let us know. You can volunteer at any time, but the earlier the better. Be part of a unique event – there will only be one Centenary!

To register your interest, volunteer to help or ask a question, contact us at: citroen.centenary@gmail.com - we will add you to our mailing list and keep you up-to-date. This release is being circulated to all clubs, groups, registers and forums – so please pass it on!



Let it Snow – we have winter tyres! An inspired homemade decoration by Ian White - eat your heart out Kirstie Allsop!



A couple of 2cvs including my red one turned out on the 9th December for a gathering of classic/unusual cars at St Catherine's Hospice Preston. **Greg Mape**
Love the Atom – makes a Mehari seem overdressed... Editor



NO SEX PLEASE, WE'RE BRITISH!*

Yes, I'm afraid I'm trying to get your attention again, only this time it is about Brexit! I'm sorry to mention the 'B' word, but I would like to point out an issue that may affect any of us choosing to attend the International in Croatia, 2019, or any 2CV meet for that matter.

At time of writing, it is impossible to tell under which deal the UK will be exiting the European Union. There are many unanswered questions out there, but how British passport holders might permissibly drive through multiple European countries in the event of a 'No Deal' is one of them.

Who knows, we may need visas for all countries entered en route (this is

something the French have suggested), which is not something we can prepare for, however, my advice to the membership is to consider obtaining an international driving permit, or IDP. The permit only lasts for a year, but for the price of a couple of beers, I think it might be worth getting, just in case. The last thing you want to hear when disembarking from a ferry is that your UK driving licence is no longer valid, and that you are unable to drive through the country in question.

You can get an IDP from several sources. However, in spite of the fact that there are about 2500 post office branches, currently only 89 are authorised to issue an IDP.



Currently the AA and RAC are authorised to issue IDPs alongside the 89 post office branches. In the event of a 'No Deal' then mutual recognition of driving licences may end. If this is the case, all Post Offices will be able to issue IDPs but

the arrangement with the AA and RAC will cease.

- <https://www.postoffice.co.uk/international-driving-permit>
- <http://www.theaa.com/driving-advice/driving-abroad/idp>
- <https://www.rac.co.uk/drive/travel/driving-abroad/international-driving-permit/>

It is also important to point out that DVLA do not issue IDPs.

Many thanks for your attention!

**Vanessa Harrison,
Risk & Compliance
Officer & Mark 'Bean' Dunn,
Treasurer**

**Disclaimer: more attention grabbing headlines, I'm afraid, however, if you are reading this, they work!*



**Mine! (Painted
by Wreckless
Abandonment Art)**



Bev Charlton (own work)

Is the noble art of boot lid art about to stage a dramatic comeback? Maybe so... If you want to have a car that expresses your own personality whilst at the same time retains that factory fresh appeal, then what better way is there of doing that than turn the large expanse of metal that normally keeps your shopping dry into a pop-up art gallery? Here are 3 recent examples, there will be more to follow – both old and new – over the coming months.



Joseph McCloughlin (own work)



me a few lessons. This time I had the receipt from SLC on which the VIN number from Emma's car was added, all the work was done by Bob Jenkins Cars and I enclosed a copy of Orange by Emma straight out of the 2CV GB magazine and all parts came from the original car. I waited, thinking it might take some time. BUT IT DID NOT! In fact, it came back by return of post! For the technically minded we used the original ACAD chassis, moving only the front cross tube and fitted the 1300 flat 4 & gearbox. Fred Moss made up various exhaust bits and hey presto it was in. The rear lower van panels are fibreglass and bolted on the outer limit enabling 175 - 60 x 15 on 4.5 G wheels with

A silk purse from three sow's ears

A 4CV Acadiane van

Strange how situations change. Over a three year period I had acquired a number of Dyane based vehicles after reading Emma Lazenby's Orange article - the history of the car until it was rear ended and written off. I had dealings with Gary Dicks and acquired Floyd (an orange Dyane), an Ami Super and an aborted project in the form of an Acadiane van body in sound condition. Finally I bought from Geoff Ticehurst the 1981 Dyane that had been fitted with a 1300 four cylinder engine on a 2CV City chassis. Geoff (ex-editor of the Specials Club) had Alexander in Norfolk install the engine and gearbox and left the body to be completed involving

some customisation. Somewhere along the line it fell out of favour and I bought it as part of the overall package that would see Fred Moss spending three months putting the bits together. I collected a new Acadiane chassis from Ken Hanna



on a visit to my daughter who lives near Harrogate and took the four pieces down to Fred who created a flat 4 Acadiane using all the body parts etc from Orange and the engine gearbox from the 81 Dyane. The van body is a Mixte spec and Matt's Soft Tops re-created the period look seats and the body work/paint (orange) was finished by Bob Jenkins Cars. When I collected the van from Fred prior to painting, I taxed it on the original 1974 registration number that was on Emma's car with a request at the Post Office to change the body to a light van and historic vehicle taxation class. The van was finished during a cruise. After my return the same usual build paperwork came from DVLA (D4 V4). Now I had aggravation but fortunately previous encounters with DVLA had taught

repositioned rear bump stops to be fitted. Pete Sparrow modified lever arms allowed fatter wheels on the front and my body man did a brilliant job of extending the bonnet, looks like it was always longer. The van is brilliant goes well and is a good towing vehicle.

Hooky Mike J





2cv Ecosse Christmas Lunch

Fire up The Duck! We were heading north to Stirling, for the traditional 2cv Ecosse Christmas Drive Out followed by a tasty Christmas Dinner at The Birds and the Bees in Stirling. A big Thank You goes to Grant for organising the drive out and the lunch



We met at the Birds and the Bees, consuming some seasonal mince pies, before heading out on to Laurencecroft, Ballengeich, Castlevue, Kildean arriving at the beautiful Courtyard Cafe at Fintry for much needed coffee, tea and cakes.

Once refreshed, we headed on a different route towards Stirling, by Culcreuch Castle, over the hills down to the Carron

Valley Reservoir back to The Birds and the Bees. Once inside Grant has reserved for us a lovely room catering for over thirty 2cvers.

The three course meal was excellent, culminating with Joe Cent, the founder and leader of 2cv

Ecosse, saying a few words. He thanked the organisers of various events, then reminded us all that drive-it-day on 28th April, 2019, will be the important 40th Anniversary for 2cvEcosse, encouraging us all to join in as he will be organising the day. This important 2cv event in Scotland will be dedicated to the very first meeting of 2cv Ecosse held on 25th April 1979 at



2CV Ecosse and the Citroen Car Club, Scottish Section invite you to Concrete Camping 2019,

Airth Castle Hotel

Bookings now been taken,
Quote: GA08125 on 01324
832 933. £50 deposit.

Scenic runs, auto jumble,
see the Kelpies, Private
dinner in Castle, Whisky
tasting, Ceilidh. For further
details, contact Linda Ferrar
on lferrar@yahoo.com

The 2cv Car Clinic, Joe's own home, where there was Free Beer!!! To entice all the innocents ... We are all looking forward very much to that being repeated next April on Drive-it-Day!

He also advised that Concrete Camping in November 2019 would be organised by Robert Cunningham and Linda Ferrar based at the Airth Castle Hotel, once again near Stirling.

As the light was fading slowly the Deuchists departed into the gloom, returning home in the cool dark evening, having enjoyed an excellent day with like-minded 2cv friends.

John Littlewood



The 2CVGB Registers



RIPPLES : '49-'60

Lucy Cutler

59 Roundle Ave, Felpham, West
Sussex PO22 8LJ 07787511877
49-60register@2cvgb.com

THE SWINGING SIXTIES: '61-'70

Andrew Kirkham

40 Lovatt Street, Stafford, Staffs
ST16 3DB 01785 602964 or 07954
435603 61-70register@2cvgb.com

DRUM BRAKE : 70-81

Will Waldron

31 Chequer Street, Fenstanton,
Cambridgeshire PE28 9JQ
drumbrake@2cvgb.com

DISC BRAKE : 81-90

Simon Mackett

19 Railway Road, Wisbech,
Cambridgeshire PE13 2QA
discbrake@2cvgb.com

DYANE 10/82

Mark Dunmore

The Moorings, Cross Keys Lane,
Coningsby, Lincolnshire LN4 4RT
01526 342246 dyane@2cvgb.com

AMI

Neil Lewis

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Stafford ST19 5QT ami@2cvgb.com

VAN

Mike Good

37 Rupert Avenue, High Wycombe,
Bucks HP12 3NG
07375 852546
vans@2cvgb.com

MEHARI

Paul Brice

Lower Barn, Rockfield,
Monmouth NP25 5QD
01600 715810 and 07887 845810
mehari@2cvgb.com

MODCON

Andrew Teverson

19 Prestwood Road, Weoley Castle,
Birmingham B29 5EB
07899 076018
modcon@2cvgb.com

H-VAN

Martyn Brown

26 High Street, Pytchley,
Northants NN14 1EN
01536 669010
hvan@2cvgb.com

BIJOU

Garry Whelan

Killiney House, 108 Sandy Lane
Hucknall, Nottingham NG15 7GP
01159 536716 or 07814321556
bijou@2cvgb.com

To register your car or to provide details of new acquisitions, rebuilds, or items of general interest to other members with the same model, please contact your registrar as above

Ripple ramblings

PRE-1961

Hi everybody, I'm often asked by members how to find out the actual build date of our cars as opposed to the first registration date. If this is required for official purposes such as the registration of an imported car, then the only solution is to apply to Citroën Heritage who manage the archives at the Conservatoire in Paris. They will usually require photographs of the three identification plates on the car and of the car itself, a copy of the French registration document or 'carte grise' as it is generally known AND of course, payment of a not insubstantial fee. If they are satisfied with the car's provenance and your entitlement to have this information in these data protection times, then they will issue you with a certificate which shows the actual date that the car rolled off the production line. If however you are just curious to know the build date of your car, it might still possess if you're lucky, its paint date code.

Ok, what's the paint date code I hear you say? Introduced during the course of 1953, the code consists of a series of letters and numbers applied to the bulkhead using a stencil and black paint. Usually situated between the first and second 'ripples' on the left hand side of the bulkhead as viewed from the front of the car, the code is written from top to bottom and is read as you stand on the (French) passenger side. The car's other major bodywork components such as the bonnet & doors etc, all sprayed at the same time, were often similarly marked. This code is taken to all intents and purposes, as the date that the car was actually built.

The code is made up of one or two letters (indicating the paint manufacturer), one or two numbers (indicating the day), a single letter for the month (A for January, B for February etc, and including the ninth letter

Above left: Paint date codes. Astral 20th July 1953 Left: LeFranc 24th May 1961



I for September) and then a single number indicating the year (i.e. 4 = 1954 etc). When Citroën got to 1960, they started putting 0, 1 etc, or sometimes 60, 61 and so on, to denote the sixties decade. For example, my Type AU van bears the code, A 29 I 3, all of which translates as: - Paint manufacturer Astral, and date as the 29th September 1953. Other examples I have seen include: - ME 31 C 8 (paint supplier Merville, 31st March 1958); AS 23 A 8 (paint supplier Astral, 23rd January 1958); and AS 16 F 4 (paint supplier Astral, 16th June 1954). This system of date coding continued well into the 1960s and possibly later and was used on other A series models as well. My early sixties Ami 6 still possessed its paint code with the suffix R, which I assume signified production at the Rennes factory.

Don't despair if the bulkhead on your pride and joy has been repainted as sometimes, re-sprayers don't always spend a lot of time preparing the bulkhead and the code may still be present under the newer paintwork. On my '53 van, there were several layers of gloss grey paint on the whole vehicle. Careful scraping off of the layers gradually revealed the original dark grey paintwork complete with the date code, much to my delight! I also found the original French Post Office logo 'PTT', but that's another story as they say. (True automotive archaeology! Editor)

Moving on to tools now, you may remember that some months ago I referred to the on-board tool kit which was supplied with the car when new. This kit consisted of: - a tubular spark plug spanner. Two open ended spanners, 8 / 10mm and 12 / 14mm made by a company called SER. A wooden handled screwdriver and a cheap looking pair of pliers marked with the word 'United' followed by a solitary letter. The spanners and pliers were usually given a very thin coat of zinc paint which tended to wear



off quite quickly in service. All the tools came packed in a little bag made from the off cuts of the hood material. Canvas for the earlier cars and vinyl for later versions. Contrary to what you might have thought, the colour of the tool bag did not necessarily match the car's hood. You got whichever colour came off the pile first! A small grease gun manufactured by 'Tecalemit' was also supplied in its own cardboard box. When Citroën decided to economise on tools, the little grease gun was the first casualty, being dropped from the kit during the course of 1956 I believe, and with the rest of the tool kit gradually



Top left: 2cv tool kit Left: Tecalemit grease gun Top right: 'SER' mark on spanners Above: 'UNITED' mark on pliers, sometimes written in a circle

Nor could I ever remember even seeing a ripple 2cv thus equipped. Hmm, curious that.

Quite a few months later while browsing at an English car boot sale, I noticed in the piles of rusty old tools that were usually on sale for peanuts, the occasional spanner marked 'Ford' or 'Humber' or some other British car make. Of course!

Right: Long lost Slough pick up!

being dropped during the 1960s.

When I first learnt about these little tool kits, I thought great! I must find one. A lot simpler said than done! Having by this time, already spent quite a few happy years trawling the French National flea markets (among others) for parts for my restorations, it occurred to me that I had never actually seen any of these tools for sale.

end up in his shed along with everything else. Decades later, perhaps when the owner had died, sheds and houses got cleared out only for the tools to end up at car boot fairs. I expect you can guess the next bit. Ever since then, when we go to France, we always try to take in a 'vide grenier' or two and hey presto! The Citroën supplied tools are all there to be found and usually very cheap, 50c or 1€ being about the right price per item, although the grease guns usually go for a little bit more. If you're really lucky, you may even find one of the little bags as well. If you do go looking for tools, do be careful though as most of the suppliers made very similar tools in a variety of sizes.

Finally, and as a belated Christmas present, here's a picture of a previously unknown Slough pick-up which seems to have surfaced, bringing the known, world-wide total to just four. I'm not quite sure about the twin exhaust stacks though...

That's all for now folks, hope you had a very happy Xmas and see you all next month.

Lucy



My affair with a Citroen 2CV AZAM began over a decade ago now and was all a bit of an impetuous mistake really. I was intrigued by a small-ad which talked of a 1966 2CV4. After some research I realized there could be no such thing! So I made the call and the vendor said yes he knew that he wasn't selling a 2CV4 but he thought no one would know what an AZAM was.... in all honesty I knew of the existence of such a thing but didn't really understand.

To roll back a little, we already drove a couple of 1980's 2CV6 and I had tinkered about with them a bit and taken up welding as a hobby! I fancied something older, something "unburstable", something from the land of less is more, something that wasn't called Dolly. Really fancied some suicide doors.

A visit to Nottinghamshire to see the car was arranged and I didn't really know what to make of it all at first. The vendor had a 1950's AZL, which he was restoring. The AZAM had been bought for spares from a farmer in Staffordshire (coincidentally where I live) who had brought it back from France to run around the farm in. When the chips were down the vendor didn't really have the heart to break the thing and I think much of what was on the car didn't really suit being grafted onto an AZL. I only really got hooked when he took me for a spin and demonstrated the Trafficlutch. So in a moment of weakness and Temptation I said Yes (progressive like a 2CV and formed in 1968).



Children of the sixties, me and the younger brother - two little geordies blissfully unaware of the existence of 2CV in 1966. Actually, at the age of six my awareness of motor cars was fairly tenuous, we rarely saw them in our street and when we did everyone gathered around.

And that's how I came to own an example of the flashiest 2CV ever to be produced in any volume. Loads of trim (for a 2CV) and other mod cons - interior light, sliding seats (just about), electrical stuff like a fuel gauge and windscreen wipers. So although I fancied something ultra-basic I got the opposite and an education it has certainly been.



Not another child of the sixties - 18hp, 425cc, 1966 AZAM, Vert Agave. Not even a touch of blue T. Citroen's answer to the 'Dinky' is a classic.

Something has always puzzled me - a farmer importing a beaten up 1966 2CV?! Well the car still had Staffordshire clay caked up the arches and around the engine bay. No

sign of any Animals in it fortunately! It was not a great fan of starting, or running for that matter, and I soon found out just how different an old Deuche really is. And I suspect the Staffordshire farmer had before me as well. One of the first issues arose within days of acquisition. A sultry August day and a

very strong aroma of 4-star. The steel fuel line was seeping from behind the suspension cylinder.

Trying a temporary fix immediately turned into the unintentional removal of the entire fuel line which now resembled a rusty Time-team artifact. A lot of 4-star in the gutter, up my sleeve etc.

I happened to have a nylon fuel line from an 80's 2CV6 so I set about another temporary repair and after much rolling in the gutter and grazing of knuckles - voila. I did notice underneath, toward the end, a chink of light from within the car in the region of the rear seat. After some investigation, fearing some decay unnoticed up 'til then, I realized that Citroen had kindly provided a little removable inspection hatch to access the tank top, which would have made the fix a lot easier, if I'd known it was there...!

It was then that the journey really began and no work carried out on the car fails to reveal some little advantage that the oldies had over the post-1970 cars. A lot was sacrificed for the sake of enhanced performance. Actually this is a funny statement because it is difficult to spot the sacrifices because most of them were grounded in the art of simplicity. A simple



Not in the company of yet another child of the sixties - Hubert, a van from 1965, a police minibus originally, or so I'm led to believe. Named in honour of Hubert Sumlin, blues guitarist extraordinaire, and Hubert, the Frenchman falsely accused of setting the great fire of London, who was ripped to shreds by the...



Child of Paris, city of lights - making only a feeble effort to put on a light, show for the...

case of "less was more".

I don't have an issue with a lack of "Performance", my main problem with running a 1960's 2CV has always been the availability of "bits". The first exhaust part I purchased involved a drive to Godiva Spares. Nice guy who seemed to be in charge. The parts were stored in a car parked on his drive. Lovely exhaust first silencer, which looked as though it had been jumped on (deliberately).

I didn't realize then - to fit this sensibly, meant removing engine and gearbox. The job was put on hold for a while - the MOT folk don't pay any attention to the exhaust on a 1966 car, unless it's scraping on the ground and my MOT man would probably just remark "you do know your silencer is scraping on the ground, don't you?".

And to begin with this was the way - the Tao of old Deuche ownership. Find a problem - scratch head for a while - realize why it hadn't been fixed before - put the job off until another day (year even). Not because you didn't want to fix it - simply the job was out of your sphere of influence at the time.

When the centrifugal clutch ring shed



all of its pads at once, conspiracies came to mind, then “oh tish - where do I get one of those” and “quelle prix if you please”. But source one I did and since then have discovered Cleckheaton, last bastion of the art of fixing up old brake components - seemingly.

And the job had to be done to keep on Rolling. It was then that I found that it is really easy to remove a 425 engine - on your own - without a crane. It is only slight exaggeration to say that the starter motor is almost as big as the engine. And what a great opportunity to fix that exhaust. Eventually things start to fall into place - literally!

Now - some years down the road “bits” are not so much of an issue, in fact it is remarkable just what is available for the older 2CV. Consequently the excuses for inactivity become harder to find. Then there is the small matter of value. When the AZAM came my way, I thought I had perhaps paid over the odds a little, but now even though it is fairly rough and ready I know it is worth far more than what I paid for it and the money I’ve spent on it. This also changes everything and actually it makes a person a bit precious so it’s a mixed blessing - honestly. The days of carefree have gone for sure - so the child of the sixties grew up, had a life and is certainly heading for retirement. Thankfully this is the age of the grey pound so let’s enjoy!

Really, what I’m trying to say is, get



Anyone remember dirty weekends!? Actually just a trip to the seaside, the immaculate Cromer, and a 2CVGB National - 2018

those sixties Deuchies out on the road before it’s too late! Get ‘em fixed up and “roadworthy” first, of course, and don’t forget to register them with 2CVGB via your club registrar for the 1960’s 2CV saloon - yours truly.

Andrew

A very happy New Year to you all – right, that’s the optimistic bit out of the way, time to get down to business!

It’s not always easy to come up with anything new to say, and my awful short-term memory means I could quite easily write the same thing every month and not realise it until it is pointed out to me. (Oh I already do? OK...) So this time I have let some of the stories that have come in give me some direction - well that was the plan.

Despite the rise in values of even the most decrepit wreck of a 2cv, some of our members have managed to find relative bargains, which is encouraging. Also there are some seriously good cars about and every now and then one comes up for sale. Peter Mobb’s Special is a case in point. Cars like his are extremely rare and quite honestly are probably worth whatever anyone is prepared to pay for them. So it did my heart good to see it actually cost him a little less than a “new” one from the big restorers. I think he did well there; it’s probably worth more and definitely more desirable.

If any of you read Practical Classics magazine you will understand what I mean by Bangernomics – the cost, or lack of it, of running old(ish) cars. From a green point of view, no amount of exhaust emissions can justify the wanton destruction of perfectly useable ten year-old cars – a scary amount of raw materials and energy goes into the production of a new vehicle so it makes very good sense to maximise their life. Sadly, this isn’t likely to be happening to recent cars, i.e. almost anything built after 2000, as the expense and sheer complexity of their electronics and filtration systems guarantees obsolescence long before corrosion of their galvanised structures start making them dangerous. I don’t envy the Classic car owner of the future. He isn’t going to need a MIG welder as much as an electronics degree with broken and malfunctioning sensors and

Discussions

1981-90

ECU’s that have had water get into them to deal with. Already cars from the 80’s and 90’s are getting very thin on the ground – the misguided Scrappage schemes have taken a terrible toll on their numbers. Ian Seabrook’s HubNut videos on YouTube show Bangernomics in action in the real world and he recently posited the thought that maybe running a 2cv is the answer, provided you accept that every 12 years or so you will have to rebuild the body. Obviously this isn’t quite Bangernomics if you have to fork out well over £10K for the car to start with, but I know what he means. At least all the parts to keep them running are still readily available. This happy state of affairs is not going to continue unless we keep on using up service items by actually using our cars as, well, cars. It’s something they are rather good at and maybe the rest of the motoring public need to be reminded of what they have lost by having their new cars stuffed full of pointless and largely unnecessary driver aids and tech. Yes, it can be slightly awkward only owning a small-engined car, especially if you need to tow a broken down one to safety in an emergency, but this isn’t something that happens often. In the main I find a 2cv still makes a good everyday car, especially when the roads are slippery. I still enjoy every single journey in mine.

We have six new registrations, which is a bit of a record for this time of year – enjoy!

New Registrations

A rather lucky save for our first new entry this month, J829 OFV, a very late red Special, was first registered in the UK in 1992 and is now owned and being rebuilt by Bryan Pullan. The story is, a Lancashire salvage contractor discovered the car

buried under boxes in an out-building he was clearing on a deceased estate. Bryan is presuming the owner had died, the V5 couldn't be found, none of the surviving relatives knew anything about the car, or had any interest in it, so it was left to the contractor to dispose of. Luckily he realised it might be of use to a Citroen enthusiast rather than just scrapping it, which was a win for both of them and in August last year Bryan gained a very good project for rather less than he could have paid for a complete shed. **(top right)** The car's last tax disc expired in 2004 and the generally good condition would suggest that it had been in dry storage for the subsequent fourteen years. It really isn't that bad at all, and with a new starter motor, some fresh fuel and a jump start from a good battery it started and ran quite happily after a fourteen year rest. Bryan had, at the time of registering, got the running gear onto a new chassis and was cracking on to get as much done as possible while the weather was staying mild. What a good find.

Our second entry is Bob & Sandra Shastid's very smart looking 1987 green & white Dolly, D609 UBH. **(middle right)** This one is known to the register as it was first added twenty years ago when owned by its fifth keeper, Glenn Wainwright of Huddersfield, who named her "Maria." According to Glenn's form, she was pretty much standard other than the leopard

skin seat covers and was in "Good overall condition." He paid just £650 for her, gosh haven't values changed? The car was fully rebuilt by 2CV City and bought by the Shastid's at the beginning of last year so I was glad to be able to furnish them with a little of its lost history. He says they have named the car "Bean" in memory of their original 1981 orange 2cv that their daughter immediately called a baked bean due to the colour and the name stuck! I look forward to meeting them and seeing Bean in the flesh soon, as they are pretty local to the Legless Frogs.

Third new entry is this extremely tidy



1987 red Special, D146 VCX, owned by Patrick Collett since 2010. **(above left)** This car was also fully rebuilt by 2CV City, has covered 69,000 miles and has a stainless steel exhaust, 123 ignition, homemade black carpet and over-mats and black vinyl Dyane seats, re-upholstered by Matt's Soft Tops – he does a lovely job, the green ones in mine were done by Matt too.

Patrick says Condition B, which I wouldn't disagree with but I think she might be a touch underinsured at present.

The fourth entry is no stranger to some of us, "Daisy May" C811 SNR, a 1985 Special in yellow & white, now owned by Alex Barons & Sian Moore, had been transporting Dawn and Graham Daniels around for the last sixteen years. Alex says the car is more travelled than he is; with all the World Meetings it has attended and even went to the Sahara Desert. Still looking very smart and purposeful (although the daisies seem to have disappeared) with her tubular adventure bumpers and perky ride height, she is living proof that all a 2cv needs is regular maintenance and to be used properly. **(top right)** Daisy May first appeared on the register in 2003 and according to Dawn's form she had bought her in 2002 and she had been rebuilt by Charles Maharry at some point before. Alex says it was after having a ride in Ian Seabrook's "Elly" at



Cholmondeley Castle that convinced them that a 2cv was what they wanted. Looks like they have found a good one! She is now named "Daisy-Vera" and Alex & Sian are looking forward to lots of adventures in her.

Number five is this stunning LHD French registered 1990 white Special, EZ-446-VP, recently bought by Peter Mobbs. **(above)** The original owner had the car from new, kept it in a centrally heated garage and only used it on sunny days. As a result this 2cv has only covered 36,000 kms (22,500 miles). A truly genuine Condition A 2cv, unrestored and well looked after with only 123 ignition and a stainless steel exhaust cross-box (which are extremely sensible upgrades) deviating from completely original. Peter has the original purchase and service receipts. I know I have said this before this month, but what a find!

Lastly I have had a form from Bill Stockill & Anthea Holroyd registering their 1990

VRN	Model	Year	Colour(s)	Name	Surname	Town/City
J829 OFV	Special	1992	Sunrise Red	Bryan	Pullan	Chorley
D609 UBH	Dolly	1987	Green/White	Robert	Shastid	Ely
D146 VCX	Special	1987	Sunrise Red	Patrick	Collett	East Grinstead
C811 SNR	Special	1985	Yellow/White	Alex	Barons	Holywell
EZ-446-VP	Special	1990	White	Peter	Mobbs	Penne
A12 CVW	Special	1990	Sunrise Red	Bill	Stockill	Ripon

red Special, A12 CVW, a car they have owned from new. Just 8,197 miles it says here, which is truly remarkable, or has she gone round the clock? The form also says she has had 9:1 pistons fitted, so maybe she has? Instead of guessing any further, I tried emailing Bill for a picture and to have a chat about this intriguing sounding car, but no answer was forthcoming by my deadline for sending this in to the editor. I will try to find out more.



for all the pictures and sorry it took so long to get her into the magazine.

Geoffrey Alton updated his 2011 entry for his 1989 Special, 100 KW (formerly E813 REV). A white car to start with, the Alton's have owned her since 1992 and I was keen to see what a Condition A, multi-coloured 2cv looks like, so Geoffrey sent me a rather good photo, *(above)* (the boot lid is green) doesn't she look splendid? Got to say she makes his other old bangers look quite dowdy in comparison... *(below)*

Richard Farrar, owner of "Margot", G49 CPB, the red Special I featured in 2015, has bought himself a retirement project, and would like to introduce "Maurice" a rather sad-looking 2cv, previously owned by a film company and made to look rather older than he really is. Somehow this car has gained a 1972 VRN and Historic status (!) although is clearly a 1988 Plums & Custard Dolly under the blue paint. However he was very cheap! Here he is with Margot and their Briard. *(right)* We shall get Maurice properly added to the register once Richard and the DVLA

manage to track down the original number or at least get an age-related plate. My filing system has no easy way at present of recording an old J-reg car. The odd thing is Maurice still has a 1988 VIN, which presumably must have already existed on the DVLA's records? I fail to understand how this could happen, surely it can't be that easy to defraud the system – anyone got any ideas? Regardless, Richard is enjoying himself carefully stripping, repairing and renovating the driver's door at present, it could take a while. I wish him all the luck with the DVLA...

Patrick Collett, as well as registering his red Special – see New Registrations - also gave me the details of all the 2cv's he has owned. G587 SBM, a 1989 white Special; E362 VEC, a 1988 Plums & Custard Dolly and E155 MOU, a 1988 green Special (Bamboo?) which was scrapped, were all unknown to the register, I am very grateful for your comprehensive record keeping, Patrick and for sharing it with me.

John Bailey sent me this picture of an unusual Charleston "Ute" his friends spotted somewhere between Melbourne and Sydney, during a recent trip to Australia. *(above right)* thanks John, I like this one very much!



for twelve years; in over 60,000 miles, she has always got to where she was going, so this was a bit of a surprise. From her description it sounded electrical and I was expecting to find something simple like a loose battery terminal, but no, the battery was completely flat. After jump-starting her I suspected the alternator had packed up as I was getting just 11.3 volts on my multimeter and this dropped to 9 volts with the sidelights turned on. Luckily Mrs Goat had managed to limp her into a layby, so I abandoned Delilah there and took the old girl to work in the Goatmobile. On the twenty-mile drive back home I considered the logistical nightmare of either fixing or recovering her 2cv, single-handed, before the local scrotes noticed her and had her away in a drop-side Transit... I kid you not; a friend broke down in his Granada on the A1 and was grubbing around under the bonnet when he heard something diesel park in the layby behind him and a voice said, "If you're taking the engine, we're having the wheels!"

Fleet News

One wet rainy morning in early December, I returned home from walking the dog to a worried sounding Mrs Goat on the 'phone, she had broken down on the A47 on her way to work in Peterborough. We have owned Delilah



Updates

Last month I received an email with the subject line: "Please ignore my last email." So I did and as a result forgot to mention Tony Smith's update on his red and white Special, YLD 966X, rather appropriately named, "Dolly". Tony had her re-chassis'd and a new front lower bulkhead fitted at 2CV City last year. Looking very smart, Tony, *(left)* thanks



After a quick breakfast I thought it better to get her somewhere safe before the rain stopped, nothing like some lousy weather to keep the low-life indoors. The problem was, although I have an A-frame, I don't have a tow car since getting rid of the old Kia - although there is, of course, a tow bar on the Goatmobile... Well OK, it was a bit of a risk and I wasn't looking forward to the conversation with Old William should I get stopped, but seriously, how hard could it be? As it happened it wasn't at all difficult, although acceleration was understandably pretty pathetic, but at least I managed to get Delilah safely off the dual-carriageway and, once on the back roads, she towed OK at around 40mph and we wended our way gently home via the villages with a helpful tailwind. The brakes coped remarkably well too, I had no scary moments. I'm not suggesting that this is a particularly sensible thing to do and it would have been just about impossible if we had any hills or the wind had been blowing from the East or if there had been heavy traffic. But this being a wet morning in the Fens, none of that was an issue and I don't think we have a police force any more since this "austerity" nonsense took effect. Plan A had been to get her off the bypass into Thorney and leave her at the garage there while I recharged her battery and had a look through my collection of broken things to see if I had a useable alternator in stock. However she towed so easily I took her home instead. Whipped the battery off and onto charge and removed the suspect alternator, then a mad dash out with the dog for his lunchtime walk and back to Peterborough to collect Mrs Goat at the end of her shift. It was a busy and exciting day. However the weather made taking any pictures impossible – as did forgetting to take my camera out with me! I also don't think I want photographic evidence of that stunt. The new battery and alternator from the Goatmobile

went onto Delilah that evening and she was good to go again. Her battery (which was mine originally) was charged by the morning and I found my old alternator (with a dodgy front bearing) and put them both on mine. Hooray, both cars working again! Once the weather improved I dug through all the broken Ducellier alternators in my shed of "old chod" and found a slightly better brush-set, installed it on Delilah's alternator, which appeared to have eaten one of the old carbon brushes, and tried it out on my car. It worked fine; I might even treat it to a new set now that I know that was the problem.

I know the voltmeter on my Charleston's dashboard is a sad and inaccurate device, but it does give some warning of impending electrical doom. Delilah being a Special has nothing; the first poor Mrs Goat knew of something going wrong was the radio turning itself off and then the lights failing. Just what she needed on a dark winter's morning on an unlit dual-carriageway. I think I'm going to have to find a little gizmo to give her some idea of what is going on. With the lights off, a 2cv uses very little electricity. Back in 2013, after collecting her after some bodywork repairs, the voltage regulator plug was not reconnected (was it Pete?) and we used her for a week, including a Friday afternoon drive up to Staffordshire for Firkin' Freezing, on just the battery. Had absolutely no idea she wasn't charging until she refused to restart in the camping field. I don't like the complicated electrics of modern cars, but what were Citroen thinking of when they decided not to bother with even a warning light?

Please keep your registrations, pictures and stories coming in, digital pictures, emailed to the address below, are preferred and definitely look better in the magazine.

Old Goat
discbrake@2cvgb.com

Please Note: The data 2cvGB holds will not be shared with any third persons, including other club members, without your express permission. Therefore, it is vital that we have current contact details to enable getting that permission or to act as intermediary. The data may be used for general statistical purposes in the future. This will not affect anyone's privacy.



January 2019 already! I hope the year turns out to be a good one for you. It is a milestone year in Ami history (as well as Citroen) – the Ami 8 model being launched 50 years ago this year. I am pleased to be able to include details of a 50th anniversary gathering here right now.

Ami 8 50th Anniversary gathering

To mark the anniversary, I have organised a 1 day meet at the RAF aerospace museum near Wolverhampton. This will take place on 31st March, meeting at 11:00am onwards. It intended to be an informal meet for Ami's and all 'A' series vehicles and friends. We will have our own car park (£4.00/car) and so will be able to park up, look at cars chat to friends & make new ones; taking full advantage of the museum's excellent facilities. The museum is a day out in itself, so however many cars turn up the journey will be worthwhile.

The Vulcan bomber and cold war display on its own is a spectacle & there's a lot more besides. Your £4.00 parking ticket gets you full access to the museum, café, and toilets. Hopefully we will have good weather; it's the first day of British summertime!

[Just to be clear there will be no trade stands/catering etc, this is very much a meeting in its simplest form, all about the cars and people]

From the Ami inbox

Several emails this month; a new car to the register! And some ongoing discussion with Michael Warwick which I hope may lead to some informative historical and technical content in future magazine articles. We are just sorting out how to structure that, so watch this space to see what develops.

New car on the register

Patrick Collett emailed me with details of his very nice AM18 Break which has not been recorded on the register before. It's a very nice looking original car which has made its way over from France in 2016 – rather like my own. I include Patrick's words here. "It is called Bill, it lives with its friend called Poppy – a red 2CV. Bought from John in Yorkshire, who imported it from Provence in France in 2016. It has 65,000 km (just over 40,000 miles, 1 owner), it's in original condition with blue paint visible on underside, has been resprayed. It now has a set of new Toyo tyres, new (home fitted) carpets and mats, inertia reel belts, indicator tell-tale panel lamp added. A king pin was replaced; it had passed MOT but was a bit worn. Glad I got Station View Garage in Dorking to do it, because they had to take the arm off to press it out. I have changed the engine and gearbox oil and fitted a new oil pressure switch – that was really quite difficult to get at". Its bleu petrel AC643, 1976, with tan trim.

From 'Friends of Ami' on Facebook

Very quiet, an Ami with a Christmas tree on the roof, and an advert for the 50th anniversary meet. Keep an eye on there for more updates about the 50th anniversary meet, also on 2cv's and friends, and of course 2cvgb website.

The last bit

So, not too much to report this month, that will leave room for a nice big photo of Patrick's car 'Bill'. Pleased to say the salt hasn't been required on the roads round here yet so our Ami has stayed active and is back from having a small door pillar weld repair. My main quandary now is whether to use a cover over the winter or not? Whether you are; driving, maintaining, or preserving, be safe. As usual the email address for any correspondence or questions about 31st March is: theamiregister@gmail.com

Neil Lewis



Left: The Cole Family Mehari. It looks OK on the outside **Below left:** The Cole Family Mehari. Needs a wash, but the panels look OK



the other attendees are a good, friendly bunch.

When I first went, I met mother and son Linda and Peter Cole. Linda's husband John has owned an Orange 1979 Mehari since 2001. On my second visit, last month, Linda brought me a photocopy of the Mehari's V5 for the Register. Peter is starting to try to get his Dad's Mehari back on the road. I've promised to help as much as I can in the procurement of parts and expert help in the restoration. They've sent me some photos. Thank you and great to meet you both.

on the left, having an oil change and the Acadiane, on the right, having a new fuel pipe and filter.

Mark Jeffery

I've been in correspondence with Mark about his Mehari. He sent me his Chassis number a while ago now and I was excited to find that it's 00CA05**, which puts it at early 1969.

Mark's been in touch again recently



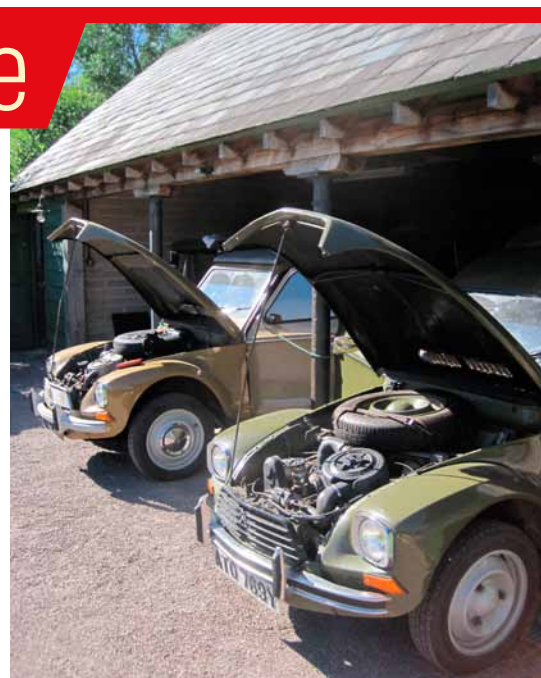
Méhari News

The Cole Family from Solihull

I decided a couple of months ago, on a whim, to travel to see the WASPs 2CV local group in Worcester. They meet on the second Monday of each month in Worcester, at the White Hart pub, in Fernhill Heath. It's about five minutes from junction 6 on the M5.

I've been twice now and hope to go again tonight (it's 10 December). Our esteemed Chairman and Editor are members and

Right: Mark Jeffrey's front panel and bonnet



Above: Feeding time for the Dyanes

Méhari Missive

Happy New Year! I hope you all had a restful Christmas break. May I wish you all the best for a healthy and trouble free 2019. A big 'thank you' to everyone who got in touch with me in 2018.

Please would you make it one of your New Year resolutions to communicate with your Registrars? A great deal of your monthly 2cvGB news magazine is about members of 2cvGB, so please get in touch to tell us about yourself and your cars: your trips in them, your modifications to them. We'd love to hear from you.

The rain that we didn't have in the Summer decided it was high time to make an entrance in the past few weeks. I thought I'd show you a picture that I took in the bright sunshine, earlier this year. The photo shows Dyane 4, Xavier,



Above: The inside face of Mark Jeffrey's front panel

and has sent me some photos of his body panels.

Mark wrote: *Hello Paul, I hope the photographs are suitable. Regarding the Mehari, I have the following parts: Chassis & suspension with batteurs. Body panels in poor condition no doors but chains. 5 x wheels, a steering column and steering wheel. 3 x drum gearboxes. The main part of the body tubular framework. 1 x wrecked (non original) engine. A new steel windscreen frame. As for the interior, I have no seats but I do have the instruments panel.*

I bought the car several years ago from Max Hyde who rescued it from a hedge in Normandy (although it does have a Breton area registration) I would like to start to rebuild the car and appreciate any help and advice on what is the best course of action. I am starting to think that aside from repairing the original tub, it may be better to find better panels for the rest of the car? I have no V5.

It's great to hear from you, Mark. I was hoping that you had the original, 1969, Mark One panels. Sadly, that's not the case. They are later, generic 'early' panels. The tub ('Bassine' in French) however, has the 'bulge' between the front seats that

indicates that it's very early and therefore probably the original tub. The fact that it's faded pink under the white paint shows that the colour of your car was probably originally 'Rouge Hopi' red.

Mark, I can see from the photos that you have early model, steel headlamp bowls. The bezels around the headlights are also unusual. This is possibly as a result of a later adaptation to sealed beam units. Intrepid Mehariiste Emilio Porcaro has, if I remember correctly, made a similar adaptation with one of his Méharis.

Mark, the panels have a lot of fibre glass repairs and are badly cracked. Unfortunately, they are probably past redemption. If that's the case, you will have a choice of either restoring with a set of new, generic 'early' panels, or of finding a set of used panels in better condition than the ones you have. It would be great to keep the old, four-seater tub though, as replacements are not available, as far as I know.

Christopher Hughes

Chris has been in touch again. He wrote: *Hi Paul, Just a note to say how much I enjoyed November's Méhari Missive. Please keep up the good work!*

My Spanish son-in-law went to the NEC car show. He visited the 2cvGB stand on the Friday and said how friendly everyone was. Our Méhari is coming along. It now has a new brake pedal rubber, a sump drain plug with a magnet, and the new roof fund is looking good.

We've been seeing an old 1978 really faded Méhari drive past in town for years, and recently saw it parked next to the pavement in Lugo. We stopped to take photos and the owner came over. He's had it since new, and it's on its third roof. He's lived here for many years and is German. My wife also met someone when she was driving her Charleston who has a Méhari 4x4. Unfortunately, she didn't get his details. We suspect there could be quite a few interesting cars hidden away. All the best, Chris.

It's always great to hear from you, Chris.

Thank you for your kind support for my Méhari Mutterings. It's correspondents like you and my other 'regulars' that make it all worthwhile. I'm glad that your son-in-law received a warm welcome at the 2cvGB stand at the NEC. I think that 2CV people are generally friendly and the volunteers who represent the club at the NEC and other public events are always delighted to share their enthusiasm about our cars with the less privileged members of society who don't have an 'A' Series car.

Mark (Bean) Dunn

Our esteemed National Treasure(r) Mark had a sneaky holiday in Fuerteventura recently. He wrote: *Hi Paul, Thought I'd share a couple of pictures from my recent visit to Fuerteventura. Next time I'm there I will be going on one of the excursions. All the best, Mark.*

Thanks for getting in touch, Mark. Why rent a holiday excursion when you can rent a Méhari excursion? With a Méhari, every day is a holiday (unless it's raining).

If you look carefully, at the bottom

Below: Roll up, roll up. The sides and rear of the roof, that is



Above: If anyone tries this new attraction, at Corralejo, please let me know. Other Méhari rental experiences are, of course available

left of the poster, the excursion includes full insurance, Paella and, naturally, a handkerchief. . .



And Finally

Those of you who visited the 2cvGB stand at this year's Car show at the NEC may have noticed that I have finally given in to temptation. I have fitted wholly inappropriate rear, side indicators to Rufus.

I'm really sorry. I just like them so much. They were fitted to the Series 0, Deauville launch Méharis and then to the Series 1 cars.

In 1970, when the Series 2 was launched, they were omitted and an ordinary, round rear indicator snuck around to sit alongside the rear red brake/running lights. Rufus was built in 1974.

My excuse for fitting them is enhanced visibility. They are really bright. It's also comforting that you can see them working in your rear view mirrors. However, if I'm being honest, I love the 'Citroenitude' of them. I also like that the side indicators make sense of the little protection fins that were moulded into the rear of the side panels to 'look after' the lights. They make me smile whenever I see them.

The fittings are 'Seima 413' and if you buy them, make sure that you get the fully orange ones. You can get red ones, red and orange ones and orange and white ones. Not so useful.

That's about it from me, this first month of a sparkly new year.

Please write. I love to hear about your Méhari escapades. Get in touch at mehari@2cvgb.com, please, or it's the next, thrilling instalment of Méhari Evolution for February. . .

You have been warned. Cheers,

Paul Brice
mehari@2cvgb.com
01600 715810



Modcons

MODCON



Hi all, once again long time no Modcons – I can once again only apologise!

I've had an email from Roland about a Villevan conversion and the DVSA (looking good by the way!). My advice is that if you have not changed the chassis (or if you have replaced it with a brand new like-for-like chassis) and most of the running gear is the same, you only need to change "body type" on the log book and send it back, it does not need an SVA test.

However, if the DVLA decided to ask you to get one there is no appeal process - you just have to do it. I suggest writing a covering letter reminding them what the law states and why you do not need an SVA. Get in touch if you need any help or advice with this.

In mobile staging business news, Gwendoline (my 84 special) can now be hired as a DJ stage. We have loads of work on the board already for next year (if you want a stage for anything you had better get in touch before we run out!) and I'm about to start building another stage (always a man with a project!). Due to all this busyness

I have Jonathan Clewer (Spanners) going to be doing all of my vehicle winter maintenance this year, who some of you may remember and is starting his own garage specializing in Peugeot and Citroen in Studley called JAC Autos.

Finally, (an as if life wasn't busy enough) my wife Sarah is pregnant - due beginning of April, so yes - life is rather exciting at the moment!

Tev



HY There



Bonne année bonne santé et meilleurs vœux, Bit of a mixed bag this month, we'll start off with a new registration. Bob Pickett's 1969 HY, he's only just picked it up, he says it's off to the mechanics to sort out the brakes, give the engine a good service then it's off to have the body sorted and resprayed. I'll be looking forward to seeing how this turns out.

Neil Tucker is selling his Post H Van which he's had for 4 years, he's hoping to sell it to an H van enthusiast, if anyone is interested then click on the for sale and wanted van on the hvan website and check it out.

My work colleague Jamie Hughes went to Dubai on holiday, he sent me photos of lots of H Van's out there selling coffee etc.



Even out in the desert the humble H doesn't look out of place. (not sure about the colour pink though).

You may remember Peter Mitchell sending in pictures of an H Van with rockets strapped to it. Well Peter returned back to La Gacilly in Brittany last August and found it was still there, he later visited the guy who had done the work and he



also gave him a copy of the local Pompey Puddleduck newsletter which had a 2 page article about his van. He was quite amazed and really pleased. The van has now been returned to its normal H look. The work was so carefully done that no repairs were required.

To finish off this month's piece, the ongoing saga with Joseph and his braking



problem. He wrote in saying: - "I thought I would regale you with another bit of brake news.

I decided to adjust the tracking on the van because it was pulling slightly to the left (the same side as the brake problem). I extended the track rod to counter this

and it worked but the greatest advantage was that the van now pulls up straight. The disadvantage was the steering seemed to be remote from the steering wheel as if something was loose but, everything was tight. So alarmed have I been that I decided to return the steering to its original geometry. In doing so all the old problems have returned. I am going to try extending the track rod on the right-hand side to see if I can bring things back into a situation that keeps the van straight when the brakes are applied and also gives me a solid feel at the wheel. I extended the track rod by only 6mm but what a difference!!

Well that's all for this year, keep sending stuff in and Happy New Year to you all.

Tube it don't lose it.

Marty

Bijou-itis

Hey up! 2019 is the Bijou's 60th Birthday! Launched at the 1959 Earls Court Motor Show it is also the 60th anniversary of these other mainstream manufacturer's cars, the Mini, the Triumph Herald and the Ford Anglia.

In the December 2017 issue of the magazine I reminded all of you keen Bijou restorers that 2018 would give you lots of time to finish all of the rebuild work and be ready for the Bijou's Birthday celebrations.

In March the Practical Classics, Classic Cars and Restoration Show, at the NEC Birmingham, our Club will feature a Bijou hopefully amongst our other lovely cars. The club is very busy as usual sorting things out and personally we are giving someone else a chance to show their car as we do not get



back from our annual Australian Bijou hunt until after the show.

Also, not forgetting the Citroën Centenary in Coventry, lots to look forward to in 2019.

If we could get a good turnout of cars for Registers Day that would great, we had four cars nine years ago. I might provide a birthday cake, Dave Shove used to offer a bottle of wine for showing up!

Recently these stickers have resurfaced, if any Bijou owner would like one, they are internal or external fixing, let me know which you prefer. Let me have a photo of your car for the Register file and also any information about your car.

Garry



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The last word...



This month I would like to start by drawing your attention to the changes to SPOG that were agreed by your committee at its meeting on the 25th November and which are announced by our new SPOGman, Dan Fletcher, elsewhere in this issue. The background to this can best be appreciated by reading former SPOGman David Eden's article in the August edition of your News. At a meeting in October of the directors of the 2cvGB Parts Ltd and SPAG (SPOGman's advisory group) it was agreed that in order to ensure the financial security of SPOG it was necessary to change the basis of its financing and this would require the ending of the discount units scheme, hence the proposals that SPOGman put to the committee on the 25th November. I recall at the time when the proposal to set up 2cvGB Parts Ltd was announced some of you were concerned that creating a separate company to take over the SPOG

operation might undermine its ethos and that by putting it on a more commercial footing there might be pressure in the future to close the scheme if it was thought to be unviable. We did our best to reassure you that on the contrary the creation of

the separate parts company was necessary to ensure its future

“This is of course the start of a new year, not just any old year but the year in which we celebrate the centenary of the beginning of vehicle manufacturing by Andre Citroen”

but that some change to the way SPOG operated would be very likely.

This is that change and I believe that it will put SPOG on a sound financial footing and allow it to serve you all for the foreseeable future.

This is of course the start of a new year, not just any old year but the

year in which we celebrate the centenary of the beginning of vehicle manufacturing by Andre Citroen. As you will be well aware by now, the main celebratory event in the UK is taking place at Coombe Country Park near Coventry and is timed to coincide with the Coventry Motofest which is on the weekend of the 1st and 2nd of June. It is being organised by a group made up of members of this

club, the Citroen Car Club and the Traction Owners Club. Early on in the planning process your committee agreed that, in view of our involvement in this major event, we would not hold a separate National this year but we would treat the centenary meeting as our national meeting. Unfortunately this has caused concern amongst some of you, partly because you think we should have our own national meeting and partly because the date coincides with the French national meeting. Quite a lot of you attend the French meeting and I understand that this would be the first time that the two events had clashed. This issue was revisited by your committee at its last meeting and it was decided that we would after all hold a National this year as usual. It was also decided that because of the dates already in the diary for centenary celebrations in UK and France and also the World Meeting in Croatia the most likely space available on the calendar was the second half of August. You will see a separate announcement about this elsewhere in this edition of your News including a request for a local group to come forward to help plan the event. There will also be a Registers Day and this is planned to be held at Combe Country Park on the 1st of June, that is the Saturday of the centenary meeting.

There is another change to the normal pattern of events this year. For many years now we have joined the CCC and the TOC in putting on a display at La Vie en Bleu, the celebration of French motoring held at the end of May at the Prescott hill climb site, which is the home of the Bugatti Owners Club. This event has a good atmosphere and is in a very attractive location and with the racing of vintage as well as more modern machinery it is an event that is worth experiencing. However the committee has decided not to have a club display this year. The event is on the 25/26 May which is the weekend before our centenary meeting

which opens just four days later. This is most likely to affect attendance at Prescott which has been on the slide in recent years anyway, last year it was particularly poor with only three of our cars in the display. I have also been told that the exhibition unit that Citroen lends us is not going to be available this year because of other demands. This is a pity because although we could manage without it, it provides a focal point for our gathering as well as a very welcome shelter on the not infrequent occasions when the weather puts on its own display of spring showers or worse. Of course the fact that the club will not have a display this year need not prevent any of you going to what is a very worthwhile event. It is local to me and I will probably go on the Saturday as my brother and I have got into the habit of meeting up there. Or, if you are interested in experiencing a Prescott event but can't or don't want to go to La Vie, you may be interested in a charity event two weeks earlier on the 11/12 May organised by the Rotary Clubs of Cheltenham Cleeve Valley and Winchcombe which amongst other things will give you the opportunity to drive up the hill climb course. Information on that can be found at www.cleevevale.org.uk.

And finally you may be aware of the National Classic Car Awards which are awarded at a do on the 23rd March at the Restoration Show. If you know of a car club that might be worthy of a nomination have a look at www.nationalcarclubawards.com/

I have been looking through the calendar of club events and making entries on the wall chart that helps me keep tab on what is going on and it is clear that there is plenty to choose from in this centenary year. So give the car/van a good service, check over the camping stuff and be ready to take to the road. Happy New Year!

Go safely

Simon Saint

Classified adverts

SMALL ADVERTS FOR VEHICLES AND PARTS ARE FREE TO MEMBERS

Adverts placed by non-members, by traders or for accommodation will be subject to a fee of £7.50 per insert. Cheques should be made payable to '2CVGB Limited'.

No adverts will be accepted for VIN plates, V5 documents, etc. All adverts are placed at the Editor's discretion and no liability is accepted for errors. Your advert must be plain text with no formatting in a word type document or typed within the email and be of no more than 50 words. Images must be .JPEG or .JPG format, at least 500kb in size and sent as an attachment to the email.

2CV



2CV 6 CHARLESTON

Good condition Details of all work including chassis. Good tyres and top Kept in garage. Reason for sale loss of license due to stroke. £4,500 . North Somerset john.parry1@yahoo.co.uk 01761 232816

DOLLY 1986 40K miles Has not been started for 12 years otherwise reasonable condition. Based Cricklade. Offers/ info email a. cutbill@btinternet.com



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Condition, Very Tidy Inside. Contact: EDDY 07930 565848

DYANE

1981 DYANE 6

red, mot 31/7/19. big bundle of bills. owned ten years and now very much showing its life. spare front seats and extra spare wheel. £1,100. owner grown old. near Glasgow. 07831658304

MEHARI



1973 MEHARI which I have owned since 2013. This vehicle has

only covered 1200 miles since it had a complete rebuild by an ex-chairman of 2CVGB. The rebuild constituted 95% of new parts and the vehicle is as new. Full details on request. The Mehari has been dry stored and on SORN and will come with a complete service and full years MOT. Downsizing my collection due to non use. Private plate negotiable. Car is located near airports in Northern Ireland. £12750 OVNO Details jmoore2006@icloud.com 07710 945464

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Please send adverts to: 2CVGB Adverts, 96 Shakespeare Way, Taverham, Norwich, Norfolk NR86SL or small.ads@2cvgb.com

The deadline for classifieds to go in the magazine is the 10th of the month



LOCAL GROUPS LIST

Please send any changes to: localgroups@2cvgb.com or by using the contact details on p4

All groups meet monthly unless otherwise stated

AVON / BRISTOL

AVON RACING TORTOISES ARTISTS (Bristol / South Gloucestershire area) John 01453 542220 / 07941 616199 jwsobey@gmail.com
2nd Monday from 6.45pm Huntsman Downend Bristol, BS16 6UB

BEDS & HERTS

B'ERTS HILL HOPPERS John 07549611441 bertshh@yahoo.co.uk www.bertshh.wix.com/2cvgb
3rd Wednesday at 8.00pm Different meeting place each month so phone for details

BERKSHIRE

THE BERKSHIRE ROYALS Mike Good 07375 852546 mgood@martin-baker.co.uk
1st Monday at 7.30 pm Cookham Dean Cricket Club, Ricketts Field, Whyte Ladyes Lane, Cookham, Maidenhead, Berks SL6 9LF Please contact to confirm venue.

BUCKINGHAMSHIRE

JUNCTION 14 ROCKING HORSES Roger 01908 678569 / 07584 668249 pickhavers@hotmail.co.uk
1st Wednesday at 8pm The Broughton, Milton Road, Broughton Village, Milton Keynes, Bucks, MK10 9AA. Near Junction 14 of M1

CAMBRIDGESHIRE

CAMBRIDGE LEGLESS FROGS Simon & Becks 01945 464609 rebecca.mackett@tiscali.co.uk
2nd Wednesday at 8pm Plough & Fleece, Horningsea CB25 9JG. Just off A14. Please call to confirm we are meeting at the pub.

CHESHIRE

CREWE DUCKS CLAN Brian 01270 257006, Pam 07906 300361 beezabrian@live.co.uk
3rd Wednesday at 8pm Wilbraham Arms, Sandbach Road North, Alsager, ST7 2AX

THE CHESHIRE DRAGONS

(Cheshire and North Wales) Ian and Catherine Beardshaw cath.beardshaw@gmail.com or 01824 780 673 or 07740 041 037
1st Sunday at 12.30 Druids Inn, Llanferres, Ruthin Road CH7 5SN

CLEVELAND

CLEVELAND CANARDLYS Tim 07525 417092 tim602robson@gmail.com
No regular meetings Please contact for more information

CORNWALL

SOUTH WEST TWIN SNAILS Tom Smout on 07985 337255 or smout53@gmail.com, or visit the facebook page - SW Twin Snails.
Meeting quarterly Contact to confirm meeting and location.

DERBYSHIRE

SOUTH DERBYSHIRE FIRKIN FLYERS Ian and Jean 07882878097 or 01158777292. Jean:- jeanflewkes@hotmail.com Merv:- Firkin@spondon.org 07973 371769 [Facebook/groups/sddf2cv](https://www.facebook.com/groups/sddf2cv)
2nd Thursday from 7pm The Royal Oak 55 Green Lane, Ockbrook, Derbyshire DE72 3SE

DEVON

SOUWESCARGOTS John Rowe 01752 405650 / 07901 557007 johnsrowe2@aol.com
2nd Thursday at 8pm The Welcome Stranger, Liverton, Newton Abbot, Devon, TQ12 6JA

DORSET

DORSET DIPSTICKS Jean 01929427973 gypsyjean@hotmail.co.uk
Last Friday at 7.30pm & middle Sunday Different pub each month so please phone for details.

ESSEX

KURSAAL FLYERS (Southend & District 2CV Club) David 01375 376022

twocv@blueyonder.co.uk
4th Monday at 8pm The Bakers Arms .. Common Road, Stock, Essex CM4 9NF

GREATER MANCHESTER

MANCHESTER DUCKS Tony 0161 748 8241 / 07565 347048 tonykehoe@outlook.com Scott 07841 573191
2nd Thursday at 8pm The Cheshire Line Tavern, Manchester Road, Cheadle, SK8 2NZ

HAMPSHIRE

LES FILS DE VITESSE (Aldershot area) Tony 01276 34518/07803 143311 tonyshirley2cv@btinternet.com
Last Monday at 8pm The Lion Brewery, Guildford Road, Ash, nr Aldershot, Hampshire, GU12 6BT

POMPEY PUDDLEDUCKS

(Portsmouth area) Peter 02392 553024 Splash2cv@btinternet.com Pam 02392 294026 pamkenned602@gmail.com www.pompeypuddleducks.com
2nd Wednesday at 8pm The Yew Tree Inn, 42 Havant Road, Hayling Island, Hampshire PO11 0PY

SOLENT 602s

Ian Kelso 07957 656549 / 02380 266476 ian.kelso@chilworthmedia.co.uk
Please Phone for venue Facebook group Solent 602's

WESSEX DUCKS (New Forest Area)

Alan Homer 07949150065 Steve 01425 489252 alan2cv@gmail.com www.thewessexducks.co.uk
1st Thursday at 7.30pm The Coach and Horses, 11 Southampton Road, Cadnam SO40 2NF

HEREFORDSHIRE

WYE KNOT 2CVS Jenny 01432 275688 / 07855 628273 jtiptonja@aol.com
3rd Monday at 7pm Cock of Tupsley, Hereford

C.A.R.S. Crazy Assoc. of Roadworthy Snails (S.E. London / North Kent area)

All groups meet monthly unless otherwise stated

Chris 07958 372792 a2cv4cb@virginmedia.com
2nd Monday at 8pm
 The Cock Inn, Luddesdowne, near Meopham, Kent, DA13 0XB

KENT-ISH HOPPERS

(Canterbury area)
 Andy 07973 845564
 windupmerchant@madasafish.com
2nd Tuesday at 8pm
 The Haywain, Bramling, CT3 1NB. On the A267 east of Canterbury.

KENT & SUSSEX

THE RAGTOP ROLLERS 2CV CLUB

Steve 07974 192156 steve.harley@live.co.uk Facebook Page – Ragtop Rollers 2CV Club for regular updates Please contact for date & venue of next meet.

LANCASHIRE

LANCASHIRE TWIN HOTPOTS (Bolton area) Linda Marland 01204 403124 or Lancashiretwinhotpots@virginmedia.com Please contact for date and venue of next meeting.

LANCASTER BOMBERS

Keith Bewley 07534 934505
 Keithbewley@hotmail.com
2nd Tuesday at 8pm
 The Boot & Shoe Pub, Scotforth Road, (A6) Scotforth, (South) Lancaster LA1 4TU

LEICESTERSHIRE

LEICS-CAR-GO!

Mark and Safi email leics_car_go@yahoo.co.uk **1st Thursday 7.00pm** updates via Facebook and email

LINCOLNSHIRE

LINCOLNSHIRE PHEASANT PLUCKERS

Mark 07944 089142 mdunmore@aol.com **Third Tuesday from 8.00pm** The Red Lion, Revesby PE22 7NU

LONDON (EAST)

DUCKLANDS LIGHT SNAILS

Kat and Steve 0203 582 7796
 stephen.quirke1977@gmail.com
1st Tuesday 8.00pm Hub Bar (at the Space Theatre) 269 west Ferry Road E14 3RS nearest DLR Mudchute

LONDON (SOUTH)

THE CROYDON FLYOVERS

Martin 0203 689 8964 or 07985 055918 mrtinperkins@gmail.com
3rd Wednesday at 8.00pm
 Royal Standard, Sheldon St, Croydon, CR0 1SS

MIDDLESEX/SURREY

THAMES TORTOISES

Richard 01276 479145
 Richarddomorris@aol.com
3rd Monday at 8pm The Kings Fairway, 91 Fordbridge Road, Ashford, Surrey TW15 2SS

NORFOLK

BROADLAND DUCKS

Chris 07979 244529 christopherjennings@hotmail.com
1st Monday at 8pm
 'The Worlds End!' Norwich Rd, Mulbarton, Norwich NR14 8JT on B113 opposite pond

NORTHAMPTONSHIRE

NORTHANTS INSTITUTE OF TIN SNAILS (NITS) Rich & Melanie 01933 624524 07857526273 melaniesadler@yahoo.co.uk
2nd Wednesday at 8pm
 The Royal Oak, Church Street, Naseby, Northants NN6 6DA

NOTTINGHAMSHIRE

NOTTINGHAM 602 SQUADRON

Lesley & Steve 0789 121 6367
 Angie & Dave 07949203224
 David: the_browns@hotmail.com
Last Wednesday at 8.30pm We change venue each month so please ring for details.

OXFORDSHIRE

DEUX CHEVAUX BLANCS

Chris 01235 524 629
 chriswheable@hotmail.co.uk
Last Monday at 8.00 pm
 Barley Mow, Clifton Hampden, Abingdon, Oxfordshire OX14 3EH

SOMERSET

NORTH SOMERSET TIN SNAILS

(Somerset / South Bristol area)
 nsts2cv@gmail.com Facebook Page – North Somerset Tin Snails 2CV Group Please contact for location of next meet.

STAFFORDSHIRE

TAME DUCKLINGS (Tamworth area)

Chris & Jim 01827 250667 / 07790 929003
 tameducklings@hotmail.co.uk
2nd Monday at 8pm
 The Duke of York, 23/25 Greenhill, Lichfield, Staffordshire, WS13 6DY (off A5127)

SUFFOLK

MAD COW CLUB (BSE)

Phil 01284 735457
 philipmcolton@googlemail.com
 John 01359 231419
 www.2cvmadcows.co.uk
3rd Wednesday at 8pm
 The Manger, Bradfield Combust, IP30 0LW (A134)

SURREY

THE BOXHILL MOB (Reigate / Leatherhead area) Roger & Linda-Jane Scott 01737 212527 rsscott@ntlworld.com **Last Wednesday at 8pm** The Chequers, Chequers Lane, Walton-On-The-Hill, Tadworth, Surrey KT20 7SF

SURREY MADHATTERS (Cobham / Esher / Woking area) Bill & Gill 01784 453919 billandgillharwood@yahoo.com **3rd Tuesday from about 7.15pm** The New Inn in Send near Woking, GU23 7EN

SUSSEX (EAST)

FRENCH TICKLERS

(Battle, Hastings area)
 Heather 07939 367475 Phil 07973
 Heather 07939 367475 Phil 07973
 37439 phil17264@yahoo.co.uk
Ring for next meeting date and venue

SOFTLY SPRUNG DUCKS

(Hailsham / Eastbourne area)
 John & Pam 01435 830682
 j.fuller7410@btinternet.com
1st Wednesday, at 7.30pm The White Hart Inn, Horsebridge, Nr Hailsham, East Sussex.

SUSSEX (WEST)

LE CLUB CLOUSEAU

(Chichester / Bognor Regis area)
 Ian 01243 587506 Bob 01243 542314 Matt 01243 780132
 matt@matthewdamper.co.uk **1st Wednesday at 8pm** The Wilkes Head, Church Lane, Eastergate, PO20 3UT (There won't be a meeting

All groups meet monthly unless otherwise stated

in January, re-convene in February new meeting day will be the first Wednesday of the month)

SOUTH DOWNS ESCARGOTS

(Horsham / Brighton area)
 Maurice & Sue 01903 267469
 Mauricedilley@hotmail.com
 www.southdownsescargots.co.uk
3rd Thursday at 8pm
 The Royal Oak, Wineham Lane, Wineham, West Sussex BN5 9AY

WARWICKSHIRE

GODIVA TWO HORSE RIDING SCHOOL

Julian, tel 07824 875514 julian@studiovenues.co.uk Please phone for venue **Last Wednesday at 8pm**

WEST MIDLANDS

BBC2CV

(Birmingham & Black Country 2CV)
 Charlotte Tambling 07415262501
 brumblackcountry2cv@gmail.com
 Facebook page BBC2CV for venue of next meet

WILTSHIRE

THE BATH TUB CLUB

(Bath / Warminster area)
 Gary 07888 998776
 tandayne@aol.com
1st Wednesday at 8pm
 The George Inn, Longbridge Deverill, nr Warminster, Wilts, BA12 7DG. On the A350.

SWINDON ASSOCIATION OF SNAILS (SAS)

Paul Ellis 07931886326
 Swindon2cvsnails@yahoo.co.uk
 www.swindon2cvsnails.co.uk
2nd Wednesday at 7.30pm
 Different meeting place

each month so phone for details. Or check web.

WORCESTERSHIRE

W.A.S.P.S

(Worcs Association of Super Prams)
 Simon, 01905 454961, chair@2cvgb.com Tony, 01905 426851, editor@2cvgb.com **2nd Monday at 6.30pm** The White Hart, Droitch Road, Fernhill Heath, Worcester, WR3 8RP

YORKSHIRE (WEST)

AIRE COOLED ALLEY CATS

(Bradford area)
 Matt and Helen 07988 630 219
 woody2cv@gmail.com & Tamsin 01484 647 706 tamsin38@tiscali.co.uk **1st Thursday at 8pm**
 The New Inn, 170 South View Road, East Bierley, Bradford, BD4 6PP. Please phone to confirm we are meeting at the pub.

LES HIBOUX LEEDS

Colin & Barbara 01977 702697
 leshiboux@talktalk.net
 www.leshiboux.org.uk
Normally 1st Monday 8pm
 (Check Website) The Kirkstall Bridge Inn, 12 Bridge Road Kirkstall, Leeds, LS5 3B

YORKSHIRE (NORTH)

JOHN NOAKES FAN CLUB

(Northallerton / Thirsk area)
 Geoff 01609 772203/07778 644749 g.archer@geoff-archer.co.uk / Tree 01325 284672 / 07880 838346 Terrina.sadler@ntlworld.com **Last Tuesday at 8pm-ish** Tickle Toby Inn, 180 High St, Northallerton, N Yorks DL7 8JZ

T.R.O.Y. The Ridings of Yorkshire (Selby area)

David 01405 813640
 davideden1951@gmail.com
 troy2cv.btck.co.uk
2nd Thursday at 8pm
 The Plough Inn, Shearburn Terrace, Snaith, Yorks, DN14 9JJ

YORKSHIRE COASTERS

Phillip: phone 01944 758867 or email p.clark130@btinternet.com
Meetings some Sunday lunchtimes enquire for details

YORKSHIRE (SOUTH)

R.A.D.A.R.S.

(Rotherham & District Association of Roaming Snails)
 Tony Roddis 0114 251 1368 or aproddis@gmail.com
1st Wednesday at 7.30pm
 Miners Arms Warren Lane, Chapeltown S35 2YD

NORTHERN IRELAND

NORTHERN IRELAND TIN SNAILS

Keith 02891 862667 nitinsnails@btinternet.com
 Meeting held regularly March to December but not on set dates Please contact for details of next meet.

SCOTLAND

2CV ECOSSE

Joe & Zara 0141 339 4557 or 0781 703 3094 joe@onthespot.co.uk
 Linda 0141 581 1841 or 0793 908 4156 lferar@yahoo.com
 Grant 0794 195 9847
 mail.2cvecosse@googlemail.com
Last Thursday at 8pm
 The Stables, Kirkintilloch G66 1RH Join the mailing list or contact for details of next meeting.

WALES

NORTH WALES

See Cheshire for details of group covering this area

CHANNEL ISLANDS

2CV DE JERSEY

Peter 07797 738072
 peter.kinley@yahoo.co.uk
 www.2cvdejersey.co.uk
 www.facebook.com/2cvclubdejersey
1st Sunday please contact for details of time and location

Send any changes to this list to:
localgroups @2cvgb.com
 by the 8th of the month please



www.2cvgb.co.uk

