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2CVGB News

November 2018 **No 478**

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Editorial

Sometimes the muse just doesn't come. Try as I might I just can't think of anything to say in this month's editorial that isn't already being said in other parts of the magazine. The combined clubs Citroën 100th Anniversary bash in Coventry next year? Check – it's in The Last Word.



The pleasure in attending local group meetings? Check – Last Word and Local Group News. Taking delight in all things A- Series? Check - Jason Regan's Manchester review. The beauty of inserting your own helicoils? Check - Joolz Smith's article. Yep - it's definitely all there.

So, enough of my yacking. Let's sit back and enjoy the simple pleasure of looking at a lovely image. Who needs a crock of gold when there's a 2CV at the end of the rainbow? Love and peace to everyone.

Tony

PHOTO BY GREG MAPE

DEADLINE FOR DECEMBER SUBMISSIONS IS 10TH NOVEMBER

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First time application subject to one-off joining fee (non-UK only). You can join or renew online at www.2cvgb.com where you can also download the Membership Application Form. If you do not have access to the internet please forward membership enquiries to the Membership Secretary (contact details on Page 4).

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
Ltd" and send to
2CVGB Dating
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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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.

NOVEMBER 2018

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 Aire Cooled Alley Cats SURPRISE NIGHT - it could be planning. 😊

2nd - 5th 2cv Ecosse CONCRETE CAMPING King Robert Hotel, Glasgow Rd, Stirling, FK7 0LJ. Quote Double Chevron for £40.00 pppn dbb. £16.00 single supplement. 2 nights at the same rate. Contact Robert Cunningham

at rwf.firington2@gmail.com or 07770 060456 or the hotel on 01786 811666 for direct booking. Full details can be found on the events page at <http://www.2cvgb.co.uk> 😊👔

9th - 11th LANCASTER INSURANCE CLASSIC MOTOR SHOW, NEC (Birmingham). For full details please refer to <http://www.necclassicmotorshow.com> ♥

DECEMBER 2018

1st Cheshire Dragons SKITTLES AND CHRISTMAS DINNER at the Bickerton Poacher, SY14 8BE. Skittle alley booked for 6 pm with dinner at 7.30 pm. All welcome but let Catherine Beardshaw know if you are coming for numbers and menu choices by 23rd November. See contact details under Cheshire Dragons in the Local Groups List. 😊🍴

2nd Yorkshire Coasters FESTIVE SUNDAY LUNCH at the Greyhound Inn at Ganton, YO12 4NX. Arrive at 12:30 for 1pm. If you would like to join for this or any future events us please contact Philip or Helen on 01944 758867 or email p.clark130@btinternet.com 😊🍴

2nd 2CV Ecosse XMAS LUNCH & SCENIC RUN Lunch at the Birds and the Bees, Stirling at 13:30 (£18.50 for 3 courses, or £14.50 for 2 courses), or join us at 11:00 for a scenic run first to build up your appetites! Booking for the lunch is essential by phone or txt to Grant on (07941) 959847, or e-mail 2cvcosse@googlemail.com 😊🍴

7th Aire Cooled Alley Cats CURRY NIGHT Shama Balti, 274 Bradford Road, Huddersfield, HD1 6LG. £14.95 per person. Bring your own alcohol if you like a drink. Meet at 7:30pm for 8:00pm booking. If interested please call Matt Wood on 07988630219 or email woody2cv@gmail.com so we can give the restaurant an idea of numbers. 😊🍴

13th TROY ANNUAL CHRISTMAS DINNER Contact Gill on 07835 449133 or David on 01405 813640 for more information. Meet at 7:30pm at Mr C's Fish and Chip Restaurant, Market Place, Selby, Yorkshire, YO8 4EA and join TROY for their festive celebrations. 😊🍴

JANUARY 2019

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

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.

(Puddleducks) 02392 553024 splash2cv@btinternet.com 😊🍴

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

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 😊🍴

MAY 2019

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 ♥🏠

JUNE 2019

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)



Hello all, I've had an email from Luxembourg for their Winter meeting and the details are as follows: INVITATION to the "4. REVIVAL-WINTERMEETING ALL IN" in LUXEMBOURG from the 25th to the 27th of January 2019 on the Scoutscamping "TOUTSCHE MILLEN" in WILTZ (N 49o57'.956 " E 005o57'.066")

The price of € 52.50 per person includes heated bedrooms with beds, warm showers, dinner on Friday, 3 course menu on Saturday, Breakfast buffet on Saturday and Sunday, All drinks, (Beer, wine, soft drinks), coffee and cake, and a touristic convoy. The meeting is open to all vehicles.

The available places are limited, and you have to register in advance by email to contact@2cvclub.lu. The pre-registration becomes definite only after transfer of the participation fee of 52,50 € per person to the account Nr: IBAN LU22 1111 0629 7926 0000, BIC: CCPLULL Account holder: 2CV CLUB LÉTZEBUERG, Luxembourg. No refund if you do not participate!

For more information contact: contact@2cvclub.lu www.2cvclub.lu
2CV CLUB LÉTZEBUERG a.s.b.l., 19, rue d'Altlinster, L-6163 BOURGLINSTER, Tel. : (+352) 78.92.15

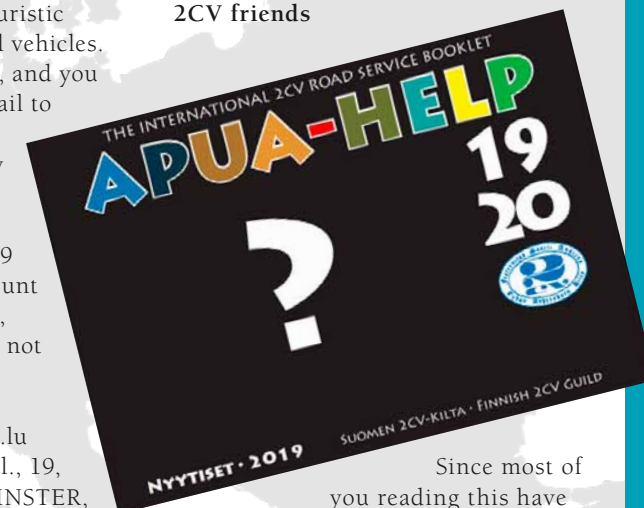
Next up I received information that registrations for the 2019 – 2020 APUA Help book are open and the deadline for new registrations is 31st January 2019. Old names are NOT AUTOMATICALLY re-entered so do go to the website and

re-register. www.2cv.fi/ and click on the UK flag and scroll down to the Apua Help Booklet link. <https://www.2cv.fi/sivut/apua-help>

The international 2CV Road Service Booklet APUA-HELP has become a worldwide list of 2CV friends and clubs - over 1000 helpers from 31.

When you sign up you tick what you are prepared to do to help and these are:

- 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 friends



Since most of you reading this have an A series and obviously look after it or have someone look after it, it seems appropriate that most of 2CVGB members could tick at least B and I'd hope they could also tick A. So sign up!

Drive on the right

Mark sf pr ttr

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 ☺🍴

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.



2CV CLUB CASSIS prices are only available to Club Cassis Members. For more information or to join, please visit our website or call us on 01985841327

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> This does not include MCC members, if you are a member of MCC you will not receive any extra discount on club prices.

> The invoice address on any order must be the same as your 2cvGB membership address.

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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

HELLO CHINA

As a proud owner of a red 2CV6 for over 20 years my family are always on the lookout for other similar cars. A couple of weeks ago my middle son, who lives in Hong Kong, while on a hike saw this very smart 2CV6 in a garden in a village called Shap Long Kau Tsuen on Lantau Island where he lives. He hopes to get more info for me.

Ian Thomson

(Would love to find out more about the unusual rear window treatment! Editor)



IT MUST BE YOUR IMAGINATION

In the glory days of the Soviet Union there was a joke about condoms and how they were made of recycled tractor tyres and if one felt anything it really was your imagination. This is how I feel about the heating – warming? – system in a 2cv, especially when it is less than clement. Are those gentle wafts of warmish air actually from the heating system or my imagination?

During days of lower temperatures, the drivers' manual suggests that one uses a muff to reduce the effects of blasts of cold air on the powerhouse that is the engine of a 2cv, Dyane, Ami, etc., so that it runs at a more equable and efficient temperature and to do so when the temperature is lower than 15°C and that the muff ought not to be used, according to the driver handbook,

for “fast journeys, i.e., on motorways”.

What is meant by “fast” in this context? Given that the top, average and cruising speeds of a 2cv are more or less the same (give or take a bit), isn't “fast” a bit of a misnomer?

One day – albeit above the temperature where one is advised to “muff one's Citroën” - I bimbled along the M5 from junction 14 to junction 23 and I kept the previously fitted muff on because the warmth emanating from the nether regions of my Tin Snail was sufficient to tempt me to stay inside the car rather than get out to take the muff off. As a result, the car became quite warm and that was not my imagination, I assure you. In a 2cv, the trip between junctions 14 to 23 take about

an hour or so and were done a speed that would not earn me any points. I'm sure running the engine slightly warmer for an hour did it no harm, but did confirm that my 2cv can prevent hypothermia in the winter months.

I do find that the speedometer on my 2cv having two stops rather amusing. One for the speedometer needle to rest elegantly upon when the car is stationary and the other to stop the needle winding round at high speed. For the speedometer needle to hit the second stop means the car would be doing some 90 plus m.p.h. I think the only way my 2cv would achieve such a speed would be when it is on its way to terminal velocity as it's heaved out of the back of a Lockheed Hercules at altitude without the benefits of any form of retardation device or, alternatively, off a very tall building.

“Apheleia”

Peak 2cv

Wirksworth, Derbyshire

07890 060533

jonathan@peak2cv.co.uk

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CITROËN CENTENARY 1919 – 2019

FRIDAY 31ST MAY TO SUNDAY 2ND JUNE 2019

2019 is the centenary of Andre Citroën commencing the production of motor vehicles bearing his name

Few manufacturers have had such an impact on the world of motoring as Citroën, and few anniversaries are more significant. Celebrations will be taking place wherever there are Citroën enthusiasts and the principal event in the UK will take place at the end of May. Every Citroën owner is part of the Citroën heritage. You and your car will create this event, and all of us are urged to be part of it. Our celebrations will take place over the weekend of Friday 31 May to Sunday 2 June and are in two parts.

The meeting site is in the historic surroundings of Coombe Park just to the east of Coventry in Warwickshire, CV3 2AB. With arrivals welcomed from Thursday 30 May, there will be two full days of events on-site. The programme and facilities will include live entertainment, a range of catering and bars, trade stands and an autojumble, together with full camping facilities, in fact everything you would expect to find at a club National, and you will be welcome to

stay until Monday morning providing the possibility of four nights camping

On the Sunday everyone will be invited to take part in a mass drive into the city of Coventry where our Centenary event will become a major part of the Coventry MotoFest (www.coventrymotofest.com). MotoFest is a well-established major

motoring event which attracted over 150,000 visitors this year. It celebrates all aspects of motoring and takes over the city centre once a year. Half of the central ring road is closed to traffic and there are vehicle displays and a wide

range of activities appealing to all family members. Next year the entire eastern third of the city centre will be reserved for the exclusive use of our Centenary display and this includes areas around the Cathedral, the Transport Museum and the University precincts.

The Citroën heritage is second to none in the motoring world and this event is a unique opportunity to put the

“On the Sunday everyone will be invited to take part in a mass drive into the city of Coventry where our Centenary event will become a major part of the Coventry MotoFest”

“The programme and facilities will include live entertainment, a range of catering and bars, trade stands and an autojumble, together with full camping facilities, in fact everything you would expect to find at a club National”

Citroën Centenary and the clubs before the wider public.

The Centenary meeting will be run by a limited company to avoid any possible liability falling on any individual club or member. The organising group which comprises members from 2cvGB, the Citroën Car Club and the Traction Owners Club, are working in close co-operation with Citroën UK and MotoFest.

Contact Details

If you would like to help with the planning and running of this event please let

the organisers know. Our two reps on the organising group are Philip Clarke (p.clark130@btinternet.com) and Richard Harrison (harrisonrs@me.com). You can volunteer at any time, but the earlier the better. Be part of a unique event – there will only be one Centenary!

Further details, including charges and how to book, will follow shortly via your News and the club website. In the meantime please contact us at: citroen.centenary@gmail.com with any questions; we will add you to our mailing list and keep you up-to-date.





HELPING TO KEEP CITROËN A-SERIES ON THE ROAD

www.2cvgbparts.co.uk

SPOG PRICE LIST from 12 June 2018

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
243009	2cv fibreglass rear wing protector (left)	18.00
243011	2cv fibreglass rear wing protector (right)	18.00
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
402004	Ferrule for Ami LHM brake reservoir	4.20
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
712013	Acadiane Side Trim Clips (pk. of 2)	3.00
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
721102	Dyane front door sliding window channel (1)	66.00
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
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
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
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900012	Serviceable 12 volt wiper motors for Ami, Dyane and early 2cv (Please check on availability before ordering)	£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

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If you are unsure of your SPOG holding or level of discount applicable, please contact the SPOG Co-ordinator. Or if you want to know more about the SPOG scheme or how to obtain discount units, again contact the SPOG Co-ordinator.

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- 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 and ensures you get the correct SPOG discount if you are a SPOG member.
- *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.
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DIY Helicoiling and Manifold Misadventures



Shortly before departing for Amboise (far too shortly before), I re-installed the manifold system and carb. I used all new gaskets, but they were unlabeled, so I had to guess which was which... seems I guessed wrong! Also, the bolts on the inlets seemed to be only just hanging onto their threads. We made it there and back, but there were clearly issues under the bonnet, audible from quite early on.

Back at HQ I gingerly removed the bonnet, to find all manifold bolts and nuts loose, with one of each missing altogether. Removing the manifold revealed both exhaust gaskets had been burnt out. (photos 1 to 3) Furthermore, all remaining inlet manifold bolt threads seemed to have got lost in France.

What to do? Well first I ordered some

new exhaust gaskets. Which upon arrival looked the same as my existing 'inlet' gaskets... mystery solved. (photo 4) I also looked into helicoiling the inlet bolt threads. Turns out you can buy a DIY kit for this on the interweb. It was only £8 delivered, so I thought I'd give it a go. Google "THREAD TAP REPAIR CUTTER KIT M7 x 1.0 x 10.0mm Helicoil Compatible" to find it. The kit contains a 7.3mm drill bit, an 8mm tap, 20 thread inserts, insertion and break-off tools and a hex key. (photos 5 & 6)

For those new to these, the idea is that you drill the stripped hole out to the next size, tap it (cut a new thread in it), then wind in a helicoil. This is a wire coil, whose outside profile screws into the new oversized thread, but whose inside profile

replicates the original thread. So, you end up with effectively a brand new thread of the original size. In this case a 7mm x 1.0 pitch thread, as beloved of Citroen for some, no doubt sensible Gallic, reason.

So, to work. I plugged and taped all ports and fitted the supplied drill bit to a cordless drill. The holes were then drilled out - no going back now. (photo 7) The alloy heads are very soft and the existing hole acts as a centering guide, so drilling them out was a breeze. Blow any swarf out afterwards. (photo 8)

Next tap the expanded holes (photo 9) using the supplied tap. I used a tap wrench where possible, but since the engine was in situ, had to resort to a small square spanner for some. Again, the hole guides the tap so it stays true i.e. perpendicular



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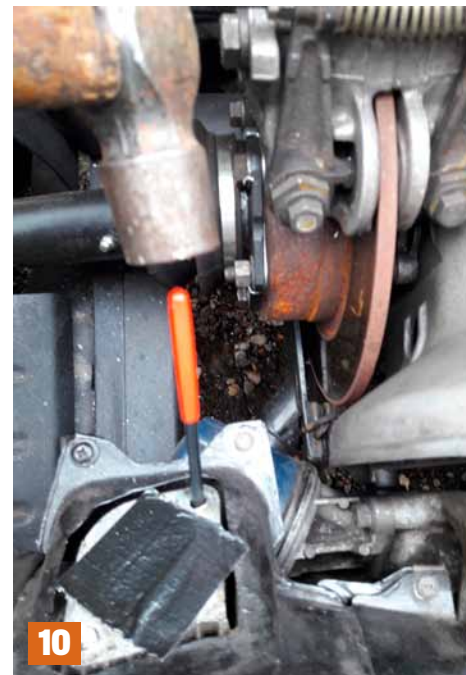
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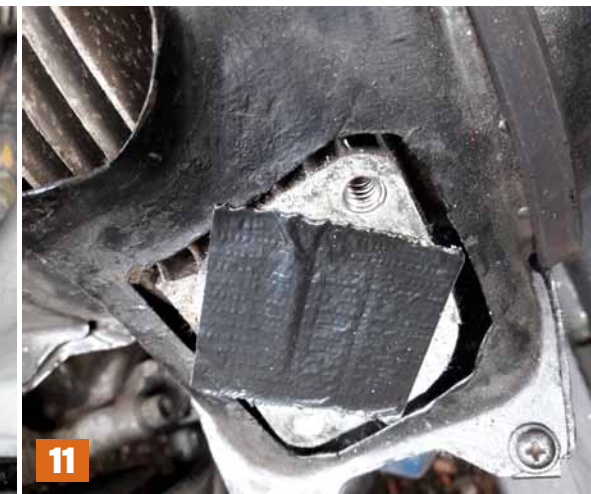
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to the face, without trouble. Even using the spanner. About every 3/4 turn, back the tap out a 1/4 turn. This breaks off the swarf and keeps things going smoothly. Use some lubricant if you wish, but the head alloy is really soft so not really needed. Afterwards suck or blow the swarf away. I found it mostly collects in the bottom of the fan housing, so pop the fan off to check.

Next screw in the thread inserts. These have a horizontal tang on one end, see pics, which goes into the hole first. Use the slotted insert tool to locate on the tang, then gently wind the insert into the hole, until it is flush with the mating face or just below. You will find that the insert has a one-way trip - you cannot easily unwind it.

Now remove the insert tool and replace it with the provided pin. Place it inside the insert so it meets the tang, then tap with a hammer to break the tang off. (photo 10) The tang has a notch - cut it so it will break off at the correct point - see pic. That's it, job done. (photo 11)



I re-installed the manifold, using new exhaust gaskets, with a light coat of blue hylomar on all surfaces and new copper-coated exhaust nuts. Torqued down to 14 lb/ft as per Haynes and all fixings feel really solid.

Joolz Smith



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LOCAL GROUPS NEWS

For your delectation Aire Cooled Alley Cats and BBC 2CV bring you a Hotel Weekend number 4 in Western Super Mare March 22nd 23rd 24th

This time we are invading the Atlantic Hotel Western Super Mare a Shearings Hotel. Close to great attractions including Bath, Bristol and the Mendip Hills. Stay with us in a hotel that harks back to the glory days of the traditional British seaside resort in the beautiful and imposing turreted Grand



Atlantic Hotel 3 night and 2 night options are available at an approximate cost of £110.00 per person Dinner bed and Breakfast. These prices do tend to change depending on the type of room required and number of rooms available. Deposit is £25.00 per person. It is a book it yourself weekend; either phone 01942 415637 or use the Shearings web site.

They will know nothing about this being a group booking – I will organise that later. Prices do tend to rise after New Year by about £15.00 and last year there was a lot less available after January. When you have booked would you please let me know then I can get group tables organised with the hotel.

● **Any questions or problems please contact Liz Rogers 07939162960**

Because we are moving to a more southerly venue of where I have very little knowledge I have co-opted the help of none other than Mr Ian Jelf: renowned tour guide and compare deluxe* of the Gymkhana at Scrivelsby National and BBC 2CV midlands group. It's going to be fantastic, warm and sunny. It's always better weather down south –

allegedly...

**Better than being a Poulet Deluxe which is Parisian slang for an upmarket lady of the night. Or so I'm told.*
Editor

The Alley cats Curry night Friday 7th December

Roll up roll up it's the season to be jolly and ridiculous; dust off your hats and Christmas jumpers. It's 7.30 at the Sharma award winning curry house in

Huddersfield. Address is 274 Bradford Road HD1 6LJ. Yes this year we move away from our Bradford venues and try out Huddersfield. We will kick off at 7.30. with the meal booked for 8.00pm It will be a buffet style meal at a cost of £14.95 per person and bring your own drinks as the restaurant is not licensed. Soft drinks will be available. Further information please phone Matt or Tamsin numbers in Local Groups. All welcome, so why not have a December break? We can provide BnB!

Local Groups

What a busy autumn we have all had! I will mention a few events I have managed to attend Manchester Classic car show where we showed 5 vehicles which included the immaculate Mehari of Giles Owen to celebrate the 70th Anniversary of the 2cv and the 50th Anniversary of the Mehari. We also showed 4 beautiful examples of the 2cv. Manchester Ducks supported by the Alley Cats and friends rolled up their sleeves and put on an excellent show over the weekend.

Silloth Music and beer festival proved to be

a good camp and we did see some sun shine on the Saturday afternoon when we enjoyed sitting in the beautiful sunshine to listen to the Lancashire Hot Pots perform their own style of music glass in hand.

Lunch at Flamborough Head Light House with the Yorkshire Coasters. On the Sunday I drove from Bingley to the east coast through rolling country side full of sunshine and Autumn colours where a scene of beauty greeted me not only the wonderful Flamborough light house and pure white cliffs but a car park full of 2cv's. Thanks to Phillip and Helen the Yorkshire Coasters are enjoying a new lease of life providing Sunday Lunchtime venues on a bi monthly basis which are well attended. This time saw the first venture into 2cv club life for not one but 3 local car owners who were given a warm welcome and we hope to see them again.

As you know, way down south there has been lots of activity. Well done Jersey group for hosting their first ever camp. Looks like it was a reet good do!

It is nice to see lots of events coming along but please remember to let the Events Rep know so he can put them in the magazine. The 602 Solent group are becoming very active and have quite a few events in the next couple of months.

14 Oct: Apple Day - Convoy from Winall Tesco at 10am.

4th Nov: Convoy to 'the Stones' - meet at Romsey Bus Station, 10am. Will get a pub lunch.

6th Nov: Club meeting - Wherwell

4 Dec: Suggested meet in Winchester, to include a wander round Xmas market again – tbc.

The Hotel weekend will take place again next March.

Liz Rogers
Local Groups co-ordinator



2CVGB at the Lancaster Classic Motor Show , NEC Birmingham, 9 -11 November 2018

We will be in Hall 5 on stand 5-752 this year with a stand displaying a combination of 2cv and Mehari to celebrate their respective 70th and 50th anniversaries. Please come and see us if you are visiting. The show advert with code for discounted tickets can be found elsewhere in the mag. Will still have a few places for people to assist in manning the stand if you are interested. If you are please contact me and I'll explain more about it. Calvin

Raid Van Hill

Sunday 6th January 2019

SNOW HAS BEEN ORDERED

Remembering Brian Senior

For information pack go to
www.leshiboux.org.uk





Wessex Ducks Camp Report

The recent Wessex Ducks Indian summer camp was a good little event. 2 cars, 2 vans, a camper, 3 Dandies and 7 people attended - sounds a lot when you put it like this! - at a wet, cold and sometimes sunny Devizes on a brilliantly relaxed campsite with a communal caravan - so no need

for the gazebo! The Sunday drive out to the Caen Hill locks was a lovely end to a wonderful weekend. A shame more could not attend but we will do it all again next year. Who knows - maybe the sun will shine a little bit more...

Alan Homer (Wessex Ducks)



As a storm blows the leaves, trees and 2CV car cover all over the garden, it's nice to reflect on those balmy summer days of not too long ago... Editor

A Dairy for the Diary in Fife!

Fire up the Duck! Head north to the Kingdom of Fife, to "Rossie Farm", near Auchtermuchty, where 2cvGB/2cvEcosse have been cordially invited once again to the, now traditional, Summer BBQ and Drive Out by James and Jeanette Storrar.

The 12:00 noon assembly seemed slow to start, but 2cvs of various hues started to arrive, then the wonderful site of an original Bugatti, a type 42 I believe, here for the drive out, proving that true class attracts class.

Once assembled, we departed for a leisurely drive around the scenic hills, before descending upon Alex's Dairy farm, for an extremely informative and interesting guided tour of the Dairy.

I believe I could speak for everybody there, that we were all



amazed at the high tech nature of the enterprise, from birth, feeding the calves by machine, to pastures for the adolescent cows, then the sheds where the cows are kept throughout the year, to minimise infections and maximise output. Every cow had tags on a front and rear leg to



ascertain how long they were standing/lying down and to identify lameness immediately.

Alex said that all their milk went to Sainsbury's and they were fearful of price decreases once the Sainsbury-Asda deal came through. The margins are so tight that she was worried about where the cash was coming from to fit a new set of tyres on the forklift!

Once the tour came to an end and a suitable gift was given to Alex, she headed off in convoy back to James and Jeanette's beautiful home for a sunshine BBQ on the patio, a few glasses of orange juice, then head off into the sunset for the drive home.

Many thanks indeed to James and Jeanette for their kind hospitality and to Joe Cent for his welcome speech of appreciation.

John Littlewood



EVENT REVIEW



Jersey camp

Photos by Deborah Long: **Above:** Campsite **Below left:** Reg's garden carpark **Below:** Entente Dancing **Bottom:** Green Lane





Manchester Classic Car Show 2018

I had been pretty hyper about this show weeks before it actually took place mainly because I found out that there would be some 2CVs there. After about 30 minutes on the motorway in the pouring rain, my mate and I finally arrived. Amazingly, I found a 2CV parked outside in the car park of the place all the classic cars were meant to be in as it was an indoor car show. Straight away I ran over to it. I took around 30 photos of it or more. That's obsession for you! (**This was Chairman Simon's Flossie. A perfect**

example of what a properly sorted 2CV can do! Editor) After taking many pictures in the pouring rain, we finally got inside. The hall was packed with cars in just about every space. All the cars were arranged into different club stands and the cars even had some nice mats to park on. After walking around for a bit we came across the 2CVGB club stand. There was a colossal poster which had a nice cartoon image of 2CVs on, I then realised it was representing 40 years of the club. What a great way to celebrate it.

After looking at the 2CVs for 10 minutes, I got talking to some members, they were all very friendly and one even said that 2CVs suit me. I don't think they could have said a better thing to me! After talking to one man about his lovely red and grey Dolly, he let me have a sit inside it. I was surprised at how comfy the seats were. I also saw a nice orange Mehari too, possibly celebrating 50 years of the Mehari? Later, I found a lovely rare 2CV Sahara on the Citroen Car Club Stand. After looking at all the trade stands, I found a nice UK Citroen 2CV Brochure from 1985. I certainly wasn't going to pay the £20 asking price for it so I left it. Later on I picked up two 2CV brochures from the 1970s and 80s. I had already arranged to pick them up a week before. The plastic wallet they were in even had my name on it! Overall it was a great car show and thank you to Tony Kehoe for letting me have a sit in his awesome car, he also gave me a

Above left: The lovely Dolly I got to sit in
Above: A very rare 2CV Sahara
Below left: Certainly better than the modern cars around it **Below** The giant poster



lovely 2CV place mat with a nice red and white Dolly on. Certainly a day to remember. Thank you for reading this piece fellow 2CV nutters - have a good month enjoying your A series!

Jason Regan



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

*To be held on
25th November
2018 at 11.00am*
**AT THE MIDLANDS AIR MUSEUM
COVENTRY AIRPORT,
ROWLEY ROAD,
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1	Apologies for Absence
2	Approval of the Minutes of the Meeting held on 3rd June 2018
3	Notes of Informal meeting held on 23rd September 2018
4	Matters Arising from Previous Committee Meeting
5	Correspondence
6	Reports
7	2019 Centenary Celebrations Update
8	Any Other Business
9	Dates of Future Committee Meetings



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Rustproofing

I have owned ten Tin Snails in 43 years now and have spent countless hours struggling to spray Waxoyl into the various box sections of both chassis and bodywork. The ongoing problem and frustration being their quite dreadful applicators which fail to work for longer than a few minutes.

I tried heating the can in boiling water, leaving it in sunshine, thinning it with white spirits and even making my own applicator using a garden pump up sprayer and my own designed probe.

The first attempt failed when the plastic bottle exploded, Waxoyling me, the hedge, the drive and the side of my then new 2CV. The thing had been affected by green house UV. A new sprayer also constantly failed when a small piece of wax blocked the probe.

So Waxoyl became something to dread and therefore put off, seen as something that was totally frustrating and really messy and very time consuming.

Then I read about Dinitrol ant-rust treatment, a German product that came in 500 ml. spray cans. I ordered six cans plus their 60 cm. plastic probe which came complete with a spray head.

From sorting out my ramps and drilling a few access holes, then putting everything away took under two hours.

There was no mess, no frustration and I could hear a satisfying sound and see a mist as I pulled the probe slowing out.

With the access holes now there, I believe it could be redone in around an hour.

I was so easy and for a little over £85 I feel confident that I have kept the rust bug away. It has got to be a sensible alternative to new chassis, sills and other expensive replacement and something that could almost be a fairly regular service item.

David Westwood.

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pickup cab to be accessed easily thro the half doors thus increasing capacity. A substantial full roll cage was added inside the cab the roof of which was finished off with a Matt softops Union flag pattern roof. The pickup body was next and I had already bought a Landrover

Hooky's Outbacker

This was thought out as being an excellent opportunity for 2 old geezers to enjoy a thrash out in the Oz outback in 2012. I had the remains of a 64 car and decided to make a pickup capable of sleeping 2. A new chassis was bought from Ken Hanna re-enforced for heavy use in the outback. Acadiane suspension was used in conjunction with a 2CV steering rack. Tyre size and choice was Vredestein mud and snow 155-80 x 15 on new wheels.

A 602cc engine and a 2CV4 gearbox rebuilt by Rick Pembro. Fred Moss of Shepton Mallet assembled all the parts inc reconditioning all bearings and brakes. The car body was to be a 1 1/2 door which enabled the rear of the



LWB tilt which would be cut down. The width of a support frame needed has been unchanged for years and to fit a LWB body seemed the most feasible but even in aluminium a heavy item. About this time the ex Dick Twinney Combicamp was leaking too much and breaking up in the plywood floor. In fact the body lent itself to be fitted on a raised floor pan support anchored to the chassis. I deliberately left a lot of under floor space that would be filled with an 80lt (vehicle) and a 20lt LPG (cooking) tank. The option for petrol is on the side using a van tank. A rear tailboard was made out of aluminium chequer plate and during the LPG conversion the electrics were updated. The choice of paint colour was a British Standard Brown the first shade of which reminded me of Ayres rock in the sun. Brilliant. So it was finished. I enjoyed driving the pickup especially with the economy of LPG (62p/lt) with similar savings in Oz. We were ready to book Raid Oz when my co driver was diagnosed with bowel cancer. With this the interest died and by now we are really too old. So the pickup is available for sale. Anyone interested? Contact Mike John 01179 490455 or michaelhookjohn@yahoo.com

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An Ami Excursion

I had been meaning to attend the massive Auto-brocante at the Manoir des Automobiles, not far from the Rennes production plant, for a couple of years, but had never made it.

This year, we managed it as part of an action-packed weekend, after getting the Ami8 nicely driveable again, since it was “woken up” last August when I purchased it from Barry Bowles and drove it back from Alicante to Yorkshire.

The intent was to get the Friday night ferry from Portsmouth to St Malo, drive

straight to the Museum for the auto jumble, leave mid afternoon for Le Mans, where we would see Blowzabella perform and have an evening of french dancing, stop in a hotel overnight, then make our way to Bais (just outside Vitre) so spend a few hours with our son and his family, before getting the ferry from Caen to Portsmouth.

Our plan was to stop off at Dormobile UK in Romsey, to inspect a very early Land Rover Dormobile, for the owner of SHB and Dormobile, before driving back

up to Holmfirth, West Yorkshire.

Thursday afternoon I received a text from Brittany Ferries saying our ferry was cancelled due to a blockade of St Malo and we were rebooked to Caen.

A reroute was negotiated to Plymouth / Roscoff and we were on our way on Friday morning. The Ami was still suffering from no tickover and a slight cough on light throttle. I had planned to look at that on the Saturday, but lack of time and an excess of rain put paid to that idea.

Roscoff to Louheac (Manoir des Automobiles) is a lot further than St Malo, but we arrived around 11 am, before the heavy rain which was forecast for 2.30.

It was, as advertised, a massive affair, however, it was also slightly disappointing as there were no panels, windscreens, trim, seats etc that I could see for Ami 6 or 8s.

There were lots of toy cars and reproduction lights and a few wheels, tyres and mirrors (no Ami Super wheels though!). Renault4s were out in force and the museum was playing with their Amphicars on the lake, which was interesting.

Once the rain came, it was less fun, so we left for Le Mans. Again, it was a fair old distance, made worse by torrential rain and apart from the light throttle issue, the Ami ran very well although I am still scared to drive any faster than 60 mph and therefore (probably) miss the power band to get up the larger inclines in excess of 40ish mph.

A supermarket stop en route was necessary to stock up with wine and cheese, of course.

The evening was superb. Waltzes, schottisches and mazurkas in abundance with the occasional English ceilidh dance



thrown in as well.

Sunday morning dawned clear and dry and the Ami took us back to Vitre for our mini family reunion.

This time I managed to remove the idle jet and suck out the offending detritus (thanks Ken Hanna for the instruction), replace the inline filter with a new one and tick over was restored (mostly).

Mid-afternoon saw us leaving for Caen and within 40 miles of the port of Ouistreham, we received another message from Brittany Ferries telling us that our departure port was now Cherbourg at 1am instead of 11pm.

Fortunately we had filled up so we managed the extra distance and arrived at Cherbourg, which was in utter chaos with all the extra vehicles milling out, blocking

“A supermarket stop en route was necessary to stock up with wine and cheese, of course.”

up the roundabout until the gates were opened to let us check in.

One random experience was a previous owner of the Practical Classics (ie: James Walshe) ripple 2cv approached us to tell us that he was a previous owner of my car and he paid £75 for it!

On arrival at Portsmouth, we were very surprised to see five passport booths open and we were able to whizz through to the queues on the M27 in record time, reaching home by 4 pm.

We had travelled a total distance of 1800 kilometres, requiring an average of one gallon every 50 miles.

It was a real pleasure to be in the Ami, driving a left hand drive car in France and it was really nice to see all the smiles and waves from those who also enjoyed seeing it.

Alex Bywaters





I was able to persuade renowned motor racing photographer and all-round good bloke Adam Lines into sending us a selection of some of his brilliantly evocative photos of the 24-Hour Race at Snetterton. I think they perfectly capture the atmosphere of this marvellous event. Have a look and tell me how much you wish you'd been there. Well, there's always next year...



Snetterton 24 Hour Race



Above: Yes - Minis were allowed to play too! And very nice people they were **Top right:** Only 23 hours, 59 minutes and 59 seconds to go! Euro-spec hybrid BMW-2CVs lead the pack of Mini Grands and Classic 2CV Racers as the flag drops **Top middle:** Drafting! **Right:** Typically close racing **Far left:** Puuuush! **Left:** The paddock. Like Monaco but with more baked beans



Top: "OK - do I hit buy it now on that eBay gearbox?" **Above:** "What have you done to my lovely racing car?!" **Below:** They're either really pleased or something is about to fall off

Top left & right: Nothing more beautiful as racing when the sun goes down **Left:** The victorious Classic 2CV of Tovey, Rundle, Tyson and Gardiner takes the flag **Above:** Post race battle scars **Below:** No Sunday afternoon wind down for the Rosie racing pit crew (Pic by editor)



The 2CVGB Registers



RIPPLES : '49-'60

Lucy Cutler

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THE SWINGING SIXTIES: '61-'70

Andrew Kirkham

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DRUM BRAKE : 70-81

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DISC BRAKE : 81-90

Simon Mackett

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Mark Dunmore

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01526 342246 dyane@2cvgb.com

AMI

Neil Lewis

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VAN

Position vacant - please contact Matt Concannon (registers@2cvgb.com) for further details.

MEHARI

Paul Brice

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H-VAN

Martyn Brown

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BIJOU

Garry Whelan

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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

Left and below: Kevin Witt's 1958 AZLP

all original and untouched with only 35,000 km on the car's clock. Work since carried out includes; new brakes all round, completely refurbished interior, with paintwork to match the exterior, and finished off with new seat covers and body shell linings. As Kevin says "obviously not the original colour for the year, which I was unsure of at first, but now I have come to like it." Well, having seen the pictures I can't say that I disagree with that!

Hi all! More registration news this month, starting with an update from Kevin Witt of Woking in Surrey regarding his 1958 AZLP (see September issue of Ramblings). Kevin tells us that his car is now UK registered and goes on to say that it came off the production line on 22nd February 1958, and that he is only the third owner having bought it in 2015 from the previous owner's son. The car had been stored in a barn for six years following its owner's demise I believe. The engine and gearbox are

Robert Drake has written in from Oakham in Rutland with details of his 1957 AZ. I'll let him take up the story. "I bought my wife a bright yellow 2cv and after driving it around for some time, thought that I would quite like one myself. So, after some time searching I found one. A 1957 Ripple bonnet (which is my preference) that was shall we say, a little on the shabby side. Most



panels had the typical French battering, but as a Renault 4 fan for many, many years and after quite a few rebuilds and refurbishments, I decided that I would take the plunge into the realms of the 2cv's.

I towed this little beauty back from Kent behind my R4 without any problem and after getting it home, obviously checked around and fettled a few things to make it safe and useable then I drove it around for a few months.

After making a list of things to replace or repair, I started the work over the winter, but as usual I got carried away and the little jobs got bigger and I decided to do more than originally planned. Anyway, brakes, master cylinder, front wheel bearings, universal joints, front friction dampers, new battery, new spare wheel well, new seat covers (front and rear), interior linings and door cards, and a new roof. Everything was taken apart and cleaned, dents knocked out and painted. All panels are original apart from the spare wheel well, so I have ended up with a solid,



Top and above: Robert Drake's 1957 AZ

useable and clean, tidy car and I love it. So.....I bought another one."

What a great story Robert, I can't wait to hear about the other car. Is it a Ripple as well?

Chris Day from Bridport in Dorset has checked in to update the Register with news of his Ripple. Previously owned by Rick Pembro and the late John Bennett, the car was built on the 31st March 1958 and registered just five days later. With a



Left and below left: Chris Day's 1958 AZ

somewhat 'dans son jus' appearance and equipped with a later 602cc engine and disc braked gearbox to make the car more useable, Chris uses it as his everyday vehicle.

Finally a delightful little appreciation of our favourite car which has been sent in by one of the Register's correspondents who incidentally, prefers to remain anonymous. I give you 'The Ripple' *It's blue and it's French, this tin bashers art A lawnmower dressed as a bit of a tart Its engine is tiny, half litre and less How it proceeds is anyone's guess A philistine few think the Ripples' a joke But its brilliance is clear to right thinking folk Designed by a genius, a plot really clever It quietly - comfortably - goes on forever.* See you all next month.

Lucy

Discussions

Hello all, at the time of writing (early October) there is a definite nip in the air and I can see the trusty thermal roof liners coming out shortly. They make a noticeable difference to your comfort if you use your 2cv during the winter.



Mine has a bit of extra insulation under the door cards and carpets as well. It doesn't actually help much, the vent flap and gaps under the poorly fitting doors let a lot of cold air in at anything over 30mph, but at least any warmth stays in the car a bit longer with the roof liner in place. I bought ours from Matt's Soft Tops. Irritatingly, Mrs Goat's car has far superior heating and is positively toasty in comparison.

With the doom and gloom in the news at the moment about what is going to happen to us if we don't start doing something about our carbon emissions and try to stop the planet from heating up any further, making all our other woes (like Brexit and austerity) pale into insignificance, I wonder if I should be encouraging anyone to use their inefficient, petrol burning cars more than they already do? Still, at least they don't use diesel... It used to be so simple when I was a teenager, we were just waiting to get wiped out in the nuclear holocaust when it all kicked off between America and the Soviet Union. I honestly never expected to reach this age and have to face so many different ways of being slaughtered, so I suppose we might as well enjoy ourselves while we still can.

The only thing that gives me any hope is the emerging new technology and no, I don't mean mobile phones or stupid little boxes that talk to you, but the meteoric

improvement in batteries, solar and wind energy, hydrogen fuel cells and EV's. We seem to be at the point where running a fleet of electric trucks is cheaper than diesel powered ones, so mainstream industries are getting interested. It can't happen quickly enough, I'd quite like an electric 2cv...

The other thing that concerns me is the relatively tiny number of SPOG investors. There are at least 2,500 club members, but barely 10% have joined the SPOG scheme. Sorry, but I find that a very short-sighted attitude. OK, us 2cv owners have pretty good spares availability at the moment, but that will only be the case if we have enough vehicles being used regularly to make it economically viable. To have a separate spares division that will step in and remanufacture anything that becomes unavailable commercially is something to be very proud of and I think it should be supported as much as humanly possible. Also, SPOG make some really useful things like their excellent track rod end lubricators and fuel pump, breather and crossbox studs that we can benefit from now.

New Registrations

First new entry this month is a freshly restored and lovely looking 1988 red and white Dolly, F563 CKK, owned from new by Helen and Rob Darracott. (above) Fully restored by Pete Sparrow earlier this year



so it probably goes quite well too, a very worthy Condition A and (cue drum roll) for the first time in ages is insured for a realistic amount! It is always good to welcome another one-owner car to the register.

Number two is F239 XCV, a 1989 blue Special owned by Dave Gammon since August last year. No other information I'm afraid and no pictures either. I have to say that it sounds like it was a very good buy for a Condition C car, it cheers me up to know that it is possible to still purchase a useable car without having to take out a second mortgage.

Third new entry is Michael Bell with his 1985 red Special, C803 VLS, (above left) a left-hand drive model, which makes sense as it spends some of its life in Austria. Michael's old S-reg blue 2cv needed too much work and was exchanged for this rebuilt one at the Frome 2cv Centre in late



1997. Since then it was renovated by Pete Sparrow in 2006 and is due to go back there for more work in December. Michael describes it as being Condition C, always passes MOT's but the bodywork is poor. Four previous keepers, he says. I feel I should include this picture of his splendid 70th Birthday cake too. (below left) A nice bit of work!

Jonathan Floyd's 1986 red Special, D267 MFJ, is the fourth new one, looking rather good, I think, with a yellow roof. (above right) Jonathan, the sixth keeper, bought this car in May from its ninety-year-old owner who had it for a year but had never driven it. However, he had replaced the chassis, petrol tank, wiper motor and alternator. Jonathan has continued the recommissioning and it will shortly be going to have the windscreen surround replaced. All work carried out by Jeff Colmer of Totally 2cv in Romsey. A good condition C+ that could have some cosmetic improvements but is basically sound, he says. Just 56,000 miles too.

The fifth car was actually already on the register, although there was almost no information about it. E446 FBH is a useable looking red and white Dolly from 1988 and recently purchased by Archie Campbell. This one, I have discovered, was found in a field in Melton Mowbray in 2009, where it had languished for ten years, by Jono Holmes of Peak 2cv. When he got it home he discovered it was surprisingly good,



Horse Power in Belfast rebuilt her onto a new chassis although they thought Alan needed brain surgery for taking on such a heap. Now “Deuche”, as he named her, had an MOT and Alan took her to the Hyundai dealership where he worked. There in the body shop she was stripped back to a rolling chassis and a new clutch and brakes were fitted. Then the body was stripped of paint and

(above left) only needing a tiny amount of welding to the original chassis and floor and some tidying up with new bumpers, roof, wheels and tyres. Polished up it looked really good (above right) and he ran it until the end of the year before selling it on. Nine years later and she is still looking OK, even though Archie says Condition D on his form. (below left)

Dolly, this time from 1986, C581 WBJ is now owned by Leigh Merrett. No pictures and no other information other than it is Condition D and needs some welding, don't they all?

The seventh entry this month is from Ray McGowan who bought D496 OGH, a 1986 white and yellow Special in August. According to the extensive history he sent, Ray is the tenth owner of this cheerful looking 2cv. (below right) Other than the

yellow wings it is pretty much standard although had a new chassis fitted last year so it sounds like a good base for a project. Ray is currently dismantling the car before getting stuck into renovating it. Hopefully pictures and the story of how he does it will appear here in the future.

Sneaking in as the deadline approached is a second entry for Ian White's pristine 1988 2cv Special wedding car, “Pearl”, F262 RSX. Painted in cream, although she looks more like Ivory White in this picture I grabbed from his website. (above left) Interestingly, in Northern Ireland wedding cars have to be registered as Public Service Vehicles and Ian is wondering if this is the only 2cv PSV in the country? Formerly a red Special, she first appeared on the register in 1999 when owned by Alan Doherty of Ballyhalbert. Alan bought her in 1998, a low-mileage, one previous owner, £200 wreck with a broken chassis, no floors and holed sills. Two

every single piece was saved with any dents and scratches taken out by the skilled panel beaters - no filler. Then she was repainted in original Rouge Vallelunga and carefully put back together again. The only new parts needed were a vent flap, grille and a new roof. It's a great story, so it is particularly nice to see her still in wonderful condition and working for her living nineteen years later.

Updates

Alan Bond still has his 1986 Blueberries & Cream Dolly, D450 NGP, owned by him from new. (below left) Likewise, Ghislaine Valledy still has “Sharon”, her 1986 cream and red Special, D692 RHK. (below) Robin Farbridge his 1984 maroon and black Charleston, A705 RFL, which has been in



VRN	Model	Year	Colour(s)	Name	Surname	Town/City
F563 CKK	Dolly	1988	Red/White	Rob & Helen	Darracott	Basingstoke
F239 XCV	Special	1989	Sky Blue	Dave	Gammon	Brackley
C803 VLS	Special	1985	Sunrise Red	Michael	Bell	Vienna
D267 MFJ	Special	1986	Sunrise Red	Jonathan	Floyd	Romsey
E446 FBH	Dolly	1988	Red/White	Archie	Campbell	Heriot
C581 WBJ	Dolly	1986	Red/White	Leigh	Merrett	Barnsley
D496 OGH	Special	1986	White/Yellow	Ray	McGowan	Padbury
F262 RSX	Special	1988	Cream	Ian	White	Bangor



there were a surprising number of pictures for me to scan and I am guessing the picture quality, or lack of it, will show. If you have taken recent pictures of your car on your phone or digital camera, please just email it to me as an attachment, to the address below and save your printer cartridge. It will come out better in the magazine if it hasn't been printed onto an A4 sheet then folded up to get it into an envelope. I did get some that had been put into an A4 envelope with card to stiffen it, which nearly arrived here in pristine condition. I say nearly because I had to send Mrs Goat to the sorting office to pay the excess postage... An A4 envelope needs a Large stamp on it, whereas I don't need to pay £1.50 to receive your mail, so please don't do it again!

The club sends out new forms with your renewal letters, you don't have to use them every year although it would be helpful to know if you have moved house, changed other contact details or the car has moved on to a new owner or is no longer with us. Remember, my register is not linked in any way to the club membership database, so any changes the membership secretary receives will only get to me if you make it happen.

Other Stuff/Fleet News

Alan Bond (see Updates) mentioned that he fitted a yellow 'super coil' to his Dolly, but it packed up after a couple of years so he replaced it with the new ECAS resin-filled coil. We have been using the yellow coils for at least twelve years and they have been no trouble at all. The only slight snag, other than the cost, was the massive spark they generate was earthing itself on the steel fixing straps in damp weather. The cars still ran, but there was an annoying ticking sound as some of the spark jumped down the inside of the rubber cap. Incredibly easy to fix, just throw

away the metal bands and replace with a pair of stout cable ties – job done! I did wonder what happened to Alan's coil for it to die so quickly. I have never tried leaving the ignition on when stopped, a sure way of destroying an original coil, although Mrs Goat did because she was listening to the stereo. Luckily it appears that 123 ignition protects the coil because it was fine, even after being left on all night. Of course, it is easy on the standard fitment to just pull the push fit connectors off if you do want to use an accessory wired into the live side of the ignition, whereas the yellow coil has nuts that need removing. Has anyone else had problems with the super coil? I think it is the best thing I have ever fitted, all the old hot starting issues disappeared. We also put one of the new ECAS coils on the Dyane, an absolutely splendid bit of kit and looks original too. If they'd been around when we changed ours we would probably have used them instead.

Our 2cv's are trundling on without any issues, still haven't looked at Delilah's starter motor or changed the oil in mine because sometimes life gets in the way of

playing with the toys - even if the toys are our sole transport. I am fully expecting this to bite me in the bum at a later date! I'm happy to report that the scraping noise on corners has gone now the homemade mud flaps are shorter and the ride height increased. Looks like I will need to make a pair for Delilah – her offside one is flapping about at speed, leaving black marks all over the bottom of the driver's door. Needs doing before the council start throwing salt around with their usual gay abandon. This time I'm going to use the old ones as patterns. It seems to me like quite a good use for old Mabor tyres. I might even remember to take some pictures...

Enjoy your cars!

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.

Pour l'amour de l'ami

AMI

So, the October mag arrived this week as a perfect reminder for me to start typing the Ami notes for the November mag. A quick read to see that I don't write the same things again! - that's it ready now.

Well what's happened to the Lewis Ami over the last month? I write about this as I hope it may help others doing similar tasks or maybe inspire others to tackle jobs on their own cars, although I do wonder who actually reads the Ami register bit? Just Ami owners perhaps? (Everyone, I hope... Ed)

I remember in the 80's when we were members with our first and only 2CV, I had no interest in Ami's, Dyane's etc and didn't

read the registers bits. Now though I am interested in all of the A series and read every bit of the mag! I must admit I was totally surprised how I we took to Ami as a 2CV substitute, we really do get the same enjoyment from driving her as we did in 'Pierre' the 2CV which I didn't think we would.

Anyhow I have drifted from the point of the Lewis Ami monthly update. I should point out that when I bought Ami it was always in my mind to make her look as good as possible without throwing money at her. If I can do a job myself I enjoy taking it on - but I have no access to welding equipment





or an environment in which to do it - so sadly can't do any welding. Which leads me on to rear wings, which although looking ok had all the usual corrosion issues that Amis suffer from.

Regular readers (LOL!) may recall I managed to buy two second hand but unused fibreglass wings and fitted one earlier in the summer. Fairly straight forward to do on the nearside, the biggest issue being clearance - or rather lack of - between the tyre and the bottom edge of the wing. This was resolved by a little creative drilling of the mounting hole for the flat strap near the rear light. With the old wing off, it's a great opportunity for inner wing corrosion protection, so I was pleased to get that done. Also, I always find it interesting to see how things are actually constructed and fitted together.

I delayed fitting the offside wing - for a couple of months- so we could drive Ami as she had been off the road much longer than anticipated having her windscreen surround repaired. But last weekend I plucked up courage to do the second rear wing - with its extra potential for problems with the petrol tank filler neck. As I write it's not a finished job yet and although the filler neck has not been troublesome, I did find some corrosion

at the joint between the sill and the door pillar - this needs welding so will have to take her to my friendly expert. I have attached a few photos of work in progress, just in case anyone else wonders what an Ami looks like with a rear wing off! Hopefully all will be back together for next month.

Other news:

I have had no emails this month so nothing to report there. On the Citroen Ami Facebook page there have been a few nice photos of cars prepped for expeditions; and there is always a chance of finding a part on there if you need one.

Request for pics and news

Our Ami will be mostly off road for the winter - except for fetching the Christmas tree from Cannock Chase! I wonder how many of us use our Ami's throughout the year? I would love to hear what you get up to with your Ami's it would be lovely if you could drop me an email with a photo and a few lines of things you and your car have been up to, holiday snaps, fetching and carrying, repair work, cat on the roof, cute dog - head out of window etc send what you will - I could put some in the magazine with your permission. The email address is theamiregister@gmail.com

That's it for this month, safe driving and maintaining/preserving.

Méhari Missive

MEHARI

Welcome to November. I do hope you are all well. It's 10 October as I write this. It's been a fine, balmy, t-shirt day, with clear, blue skies. There is no better place to be than in the British countryside when the weather is good, and what great Méhari weather we've had this Summer. After the lengthy hot spell, there was a bit of rain, but we've been enjoying lovely weather for the last couple of weeks again.

I've been taking advantage of the dry weather to do some final restoration work, mainly on the underside on the caravan. We have decided it will be sold, so if any of you want to buy a lovely, original, 24 foot, 'Streamline Travel Trailer' dating from 1959, you know where to find me. Once the caravan is done, I will be moving on to start the very-delayed rejuvenation of a certain, Spanish Méhari. You may remember when I featured the retrieval of the car, on my newly acquired trailer, in the November 2016 Missive. . . These things do take time, but I really can't believe it's two years ago.

Anyway. It's not the best thing to arrive

in your inbox, to be honest. . .

Tony, our hard working magazine editor, emailed me on 1 October. He'd only just noticed, whilst reading his newly-minted copy of 2cvGB News, that my October Missive was missing. . . He'd accidentally not sent it in to be included in the magazine. He was very sorry. *(I was! The registrars put in a massive effort each month to bring us something new and for it to be left out by the person who is meant to see it on its way to the members is extremely embarrassing. Mea Culpa. Ed)*

So, I'll do a brief 'Missive Lite' for this month, and then pass you onto last month's Missive.

Méhari News

I have found that you rarely park a Méhari in a supermarket car park for long before you find a friend. I was in Waitrose the other day, when I bumped into Derek Rowlands. Derek is a local chap who often waves and we sometimes chat when he sees me in one of my cars. Derek is a



classic Mini enthusiast. He often drives an orange Clubman, but this time he parked next to me in his new acquisition; a Mini 'Scamp'. It's 1275cc, weighs very little and is apparently 'very lively'.

Derek told me that he decided to buy it because he's seen me in Rufus and liked the idea of 'flies in your teeth' motoring, on four, rather than two wheels. He keeps asking his wife if she needs anything from the shops. . . Just nothing too big.

Above: Derek Rowland's Scamp. It's a kit car. Airfix? I thought Meharis were small. . . See the circular aperture in Rufus' grille? It's for a Gitanes

Below: When they go out in the Scamp, Derek's dog has to be in a box, to stop him falling out



Sometimes, I go shopping in a normal car. I was in the Honda, this time in Lidl (mostly for the croissants and Powerfix tools), when I spotted a blue Ami 8 Break. Now, it's not often you see an Ami

in Monmouth that doesn't have a Mike Warwick in it, so, of course I wandered over. It turned out to be Dave Brown and Steve Page, in Dave's January 1971 car. I would guess that, as it's 1971, it's AC 631, Bleu Thasos. Dave and Steve were sitting in the front, so I had a sit in the back, out of the rain, chatting with them while they waited for their ladies to come out from the shop.

It was lovely to meet you all and really nice to see Dave's car out and about.

Above right: Dave Brown's 1971 Ami 8. It's now midday on 12 October. I need to get this off to Tony Stacey now. Storm Callum has arrived and it's very windy and pouring with rain. I think autumn is here. The leaves on our trees agree.

Please come and support the 2cvGB stand at the Lancaster Insurance Classic Motor Show in a few days time. It's looking like there will be four Meharis there. Thanks for those Mehari owners who are



prepared to put themselves out to support the club. It's very much appreciated.

October Méhari Missive

The monthly wait is over and your 2cvGB News is here again.

First of all, may I apologise about having to cancel the proposed Deauville 'Jaunt' last month. If any of you, like 'Plage' owner Justin White, had actually booked and paid to go, I'm really sorry for any inconvenience or loss. There were, unfortunately, so few expressions of interest, or even expressions at all, to be honest, that it just wasn't worth going. Thankfully, I had held off from organising to meet our French Méhari colleagues as I'd originally planned. . .

So, after I'd reluctantly decided to drop the Jaunt, Justin White emailed me to confirm that he had gone ahead and booked. I felt awful, so decided to book and join him. I went onto the ferry website, only to find that there was no availability left for the outward journey. The only way I could get to France would be if Justin and I, although possibly the only two Meharis on the trip, were on different ferries, he to Le Havre, me to Caen. . . I phoned Justin and we decided it would be better for him to cancel. I'll make it up to him sometime.

So, I wondered how to let you all know. The main shortcoming of a monthly

magazine, even one as august as the one you're reading right now, is that it's just not current. I told you last month that we write copy for the forthcoming magazine nearly a month before you get to read it. So, all I could really do was to post my decision to cancel the proposed event on three 'A' Series Face book pages.

I wish there was a way that I could know which 2cvGB members own Méharis, so that I could have done one, quick, Méhari-themed email. . . I'm spinning my wheels there, though. . .

To those stalwart few that did get in touch with me about the 'Jaunt' idea; whether to say 'no, thanks, that's a crap idea', or 'that sounds great, keep me posted'. You all know who you are. Thank you.

Méhari News

Lancaster Insurance Classic Motor Show.

Club Secretary Calvin Bradley has now asked me to organize three Meharis for the 2cvGB stand at the show to celebrate to Méhari's half century. Though he's not sure that the NEC is much of a consolation for missing out on an autumn day out in Honfleur, Justin White has kindly offered his lovely yellow 'Plage' and I've gratefully accepted. Thanks, Justin.

The 'Plage' and 'Azur' special editions were amongst the last Meharis built, in Portugal, in the mid 1980s. It would be great if we could show an early Mehari to go with Justin's car, to clearly show the differences between the early and late models.

Ideally not yellow, the car should have an early grille, bonnet and dashboard. I can take Rufus if necessary, but please let me know if your car fits the bill and you can make it available. I am hoping that Mike Warwick's blue USA-spec Mehari will be ready to go to make up the three.

The weekend is Friday 09 - Sunday 11 November 2018 at The NEC in

Birmingham. I understand that the cars would need to get there for setting up the stand on Thursday 08 November. They would be free to take away on the Sunday evening.

Any takers, ladies and gents?

This is a repeat. Please do not vote. Your vote will not count but you may still be charged.

It's lovely to hear from my regular correspondents. Denis Costello has been in touch once more. He writes: *Hi Paul, I hope you're having a great summer. . . Perfect Mehari weather. I had a brilliant blast around the block with roof off and windscreen down; Fantastic fun. I just wanted to get your advice. My Mehari has no glove box. No big deal really in the great scheme of things, but I was wondering, is it tricky to fit one? Regards, Denis.*

I responded: Hi Denis, Like you, I've been out in the Mehari a lot. I can see from your photos that it looks like you have the two 'channels' attached to the underside of the tubulaire where the 'boîte à gants' (glove box) goes.



Above: Denis Costello's missing glove box. It's 'Boîte à Gants' in French, if you're looking.

All you need is a glove box, a lock and a lock bar. The glove box is an ABS moulded thing, whose two 'edges' slide in an interference fit way along the two channel sections. When it slides back under the dash, it hits the bulkhead. You can then

turn the key, which turns a little bar, which goes behind the tubulaire crossmember and sort of 'locks' the glove box.

You can buy the Glove box, new, and the lock and lock bar from various sellers (I gave him some internet links) Or of course, you can do what I did, buy a second hand one and a cheap fling cabinet lock from eBay. Cheers, Paul.

Dave Richards, who I mentioned in the August Missive. He'd promised to send some photos of his car. He's been in touch again: *Hi Paul, Sorry about the delay in sending photos, you can't rush these things! I've been the proud owner of BPA for 26 years and have obviously had to do a fair bit of work to keep it on the road. The worst job was replacing the space frame. I've acquired both pick-up and full length hard tops, as well as a van-type soft top with small windows in the rear sides. I've just had to replace the king pins, front wheel cylinders and brake shoes and the master cylinder and front brake pipes. . . It was not my favorite job, but it's all part of owning a 46 year old, ex- army Mehari, I suppose. At least it's worth it, especially after the summer we've just had! Keep up the good work. . . It's much appreciated. Regards, Dave.*



Above: Dave Richards' ex-Army 1972 Mehari: BPA 269K. A good, early Vert Montana car, fitted with a full, ENAC hard top.



I have a lot of paper print photographs of Méharis, many of which came to me as part of the Mehari Registrar's kit (in a box). There are a good number of photos of Dave's 'BPA', representing a good record of Dave's 26 years of Mehari fun.

Above: This is Dave Richards' 'BPA' at Holme Pierrepont in 1993. Note the Michelin M+S 89 knobbly winter tyres. Rufus has a set



of those on now. They are very grippy and look good on a Mehari, I think.

Above: I've used this picture before, in the May issue last year, but it shows 'BPA' at the Mehari Camp in 1994. Rufus is next, Pony PNU 392W is next, Orange Mehari VCF 188Y is next and a Land Rover S3, I think, is on the right.

Mehari owner Carl Morrill contacted me recently. He wrote: *Hi Paul, I believe I have a series one Méhari. Is it possible to find out the year of manufacture from the registration number and chassis number? I don't have any paperwork for the car, as I was given the car if I moved it off a field the car is in Spain. Would*

it be possible to bring the car into the UK? Yours in anticipation, Carl.

I replied: Hi Carl, Sounds good. Do you have any photos? Do you have the Chassis number? It may be possible to work out the build date from the Chassis number, depending on where it was made. French built Méharis are better documented than Spanish or Portuguese built Méharis. The Chassis number should tell us that.

To register the car in the UK, you need a evidenced build date to be allowed to have an age-related British registration number.

There are people in the 2cvGB club who regularly bring Spanish cars into the UK. They are very knowledgeable about the current bureaucracy. It's all changed since I imported my Dyane.

Give me a ring once you've sent me some more details? Cheers, Paul.

Carl sent me some photos and the chassis number and I replied: *Hi Carl, Thanks for the photos. It's a 2 seater and it looks like the ABS panels been painted. It's difficult to see what condition it's in from the two photos, but I've definitely seen much worse. From the chassis number you have given, 06CA22**, my information suggests that this was originally a French built car, from early 1975. I would guess February or March. In order to formally date the car, so that it may be given an age related plate during its registration in the UK without original paperwork, DVLA will require an official dating letter. You will need to take more photos of the car and photos of the stamped number on the chassis and/or on the small plate attached to the car. The number plates on the front and back of the car are not as important. I would suggest you join the 2cvGB club: <https://www.2cvgb.co.uk/join/how-to-join.html> Then, look carefully into the bureaucracy of importing a car, and make sure you follow all the steps: <https://www.gov.uk/importing-vehicles-into-the-uk/registering-an-imported-vehicle> Or pay someone to do it for you. Good luck Carl.*



not Mehari, just not sure which bit. Louis.

I know that Mehari gearsticks are shorter than those on other A Series cars. Do any of you out there know if the rod attached to the top of the gearbox is different on an Mehari?

Below: Louis Tyson's Mehari. Looking great, Louis.



Above: Carl Morrill's seemingly French built, Spanish Mehari. Free if he takes it away. I wonder if there are any more? . . .

I hope Carl joins 2cvGB and we get another Mehari into the fold.

As you will know, Louis is in the middle of a thorough restoration of his Mehari, OKH. He's updated me once again: *Hi Paul, A belated update on the Mehari. It's pretty much done now with some small things to sort out (fitting the weather gear, sorting out the heater pipes, things that weren't required for recent weather!) I managed to 'finish' it a week or two before it's MOT was due, so it gave me an opportunity to run it around and see what fell off. . . as it happened only the indicators stopped working and this was resolved with a new flasher unit. I ran it back and forth to work a few times and it ended up on a few 'cars spotted' type pages on Facebook. It then passed it's MOT after initially failing on the handbrake. . . didn't check that. . .*

Do you know if Méharis have specific levers on top of the gear box? I know Amis do. The gear shift feels a little bit forced, so I think there's something there that is 2cv and

I've been doing the legwork for some fabricated steel, tub-top fitted, inertia-reel seat belt brackets. Louis has agreed to take a pair for evaluation. Watch this space. . .

Louis, I've said it before, but it's worth saying again; the job you've done on your car is a credit to you and all Mehari-kind. Thanks for keeping me posted.

What would a Mehari Missive be, with Chris James? He contacted me the other day: *Hi Paul, Fairly certain we're coming on the Mehari jaunt. We had to delay decisions for all sorts of reasons by which time our £50, 'local' ferry deal had disappeared for a Friday return home. The next offer up still seems available, so we'll spend a bit more*

time over there and would probably stay in the Honfleur region on Thursday night and meet up with you en route to Deauville on Friday. Would this be on? Have you booked up yet? Cheers, Chris.

I had to tell Chris that I'd reluctantly had to cancel the formal trip. I hope he still had his own jaunt. Thanks for getting in touch, Chris.

Here's another paper print photograph from the Mehari Registrar's box.



Above: Chris James' 'JFG', apparently at Salisbury in 1991. I think it's very apt that Chris' Mehari (which is after all a type of racing Camel) has a hump on the back. . .

Mike read my recent Missive and got in touch: *Hi Paul, Just leafing through the September issue of 2cvgb news and as a one time Méhari owner for over twenty years Méhari Missive is usually the first piece I read each month. The letter about Claudette the Mehari brought back some old memories. The lady that owned Claudette in the early 1990s was not Catherine Dodson but Catherine Doddington. She hailed from New Zealand and did work for BA. as did George Burton who ran the Club Shop at the time. Employment with BA explains how she was able to get a photo of her car with Concorde as a backdrop. Another of Catherine's interests was canals and narrow boats. I believe she was not only an active member of 2cvgb serving on the*

committee as membership secretary but also volunteered with a canal trust near where she lived. She replaced the Mehari with one of the very rare 2cv twin engined four wheel drive cars. What she is doing and where she is now I don't know. Another name that resonates from this time is Alan Cofflard who was 2cvgb archivist and the proud owner of a genuine 4wd Méhari. I seem to recall that he hailed from the Bournemouth area. Moving on to the matter of chassis numbers and the dating of Méharis. My last Méhari had a chassis number that didn't fit with any of the published series of chassis numbers and production dates. There was a strong suspicion that Méharis manufactured in Spain and especially Portugal used up stocks of components that were left over when manufacture stopped in France and other manufacturing locations. Luckily for me I knew the history of my last Mehari from the day before it left the Mangualde Factory, having bought it from the first owner, who travelled to Portugal and bought the car new whilst at the 1987 Portuguese World Meeting. The most accurate way to date the manufacture of a Méhari used to be by reference to the four digit number stencilled on the nearside inner wing in the engine bay. A phone call to Citroen in Slough enabled me to confirm that my car was built in May 1987, being sold later that summer and registered in Portugal before being brought back to the UK in August of that year. Finally you may or may not know or have in your possession a collection of photographs of Méharis taken over the years. I handed the whole collection of photos over to one of your predecessors for reference purposes. From 1989 for over twenty years I photographed every Méhari that showed up at a 2cvgb or Citroen Car Club event in the UK. Also there were a large number of photos of Méharis at the Deauville Golf Club when I was invited by Méhari Club de France to take my Méhari over to join the museum display for the 40th birthday recreation of the 1969 launch. Kind regards, Mike Ball.

Good to hear from you, Mike. Thank you

for telling us about Catherine Doddington and Alan Cofflard. The ORGA numbering system, which was introduced in about 1976, is great for dating cars after that date, but the stencilled, four figure number unfortunately disappears if Méhari panels have been painted because they have faded, or if the panels are replaced altogether during a major restoration.

That's all from me this month. But please

lobby your Committee members to make the registration of your cars obligatory. I can't see any other way that Registrars can access up-to-date contact details, with a password, to get in touch with members who own cars within our jurisdiction.

Comments or ideas to mehari@2cvgb.com, please. Have a great November. Cheers,

Paul Brice

mehari@2cvgb.com 01600 715810



H VAN

HY There



Hy all, is it me or does the weather know when it's the weekend... We attended the Kettering Steam Rally at the end of September and that weekend it decided to blow a gale, with some rain mixed in just for good measure. But

we went anyway, as it's always a good turnout of vehicles or so we thought. I was expecting about 5 vans but with late cancellations only Joseph Dobson came in his 1974 Hy. We set out the chairs inside the van got the coffee pot



on and had a good chin wag about his brake issues. I've later learnt that he's found the problem hopefully, one of his wheel cylinders was leaking. On the Sunday the weather did brighten up a bit but still freezing wind. Nick topping came along and joined us, not in his H Van, but his DKW.

I've received an email from Graeme Seed regarding 2cv/H Van tools he makes. I thought I recognised the name as he appeared in the July addition of SPOG. Graeme used to have an H Van and used to work alongside Jeff Winterman repairing H Vans all over Europe. He later sold his van to Jeff. Graeme turns 70 next year and has now decided to start up again making tools for 2cv's and H Vans, so I've set up an extra van on the website so that members can click on it and check out the tools he makes for H Vans. Graeme also sent in a fascinating story about the time he went to the world meet in 1999 at Skotina Beach, Greece. He says: "Hi Martyn, here's a further update to my little story about going to Greece in the H van. Destination was Skotina Beach, North Eastern Greece for a 2cv World Meeting [cannot remember the year] Packed the van with loads of different 2cv special tools to sell at the campsite.

The Kosovo war had just finished but there were rumours of police corruption and other problems with officials if you drove though Albania and tried to cross over to Greece from Italy. Some cops were stopping people for having a rear light out and charging them loads of cash to let them get on their way

again. I considered painting a red cross on the roof for helicopters and aircraft to identify me as a goodie. It was still very dangerous there. I made plans to go via Venice and then on a ferry as did many other Brits. Destination was Iganoumitsa, just opposite the island of Corfu. From there it is over the mountains past lake Ionnia and then towards, Larissa, and onto a "motorway", northwards.

The heat was unbearable with hardly any ventilation through my tiny windows and couldn't leave the side door open. Bottled water was virtually unheard of in those days. None of the touristy travelling for me - just bad roads, beautiful views, peasants, dead donkeys and dogs just left by the roadsides. Roast lamp [no, not a spelling mistake!] was on sale at every fuel station. This simple English spelling mistake was prevalent all over the place. I asked for roast lamp at one place and the guy couldn't figure out my request. After much garble on both sides and pointing at things, he said, "ah, you want roast lamb" Brilliant memory.

On I go and suddenly driving on flattish land, there in the distance was a group of obelisk looking very tall rocks, some 20 miles away. Got closer and closer and was fascinated by their approach. Wow, what a sight! Its Meteora, the large rocks having monasteries on top of them. Incredible religious buildings perched aloft. Everything is taken up by rope, must have taken so long to build them. They tell me that the monks wanted to be nearer God by living up there. Well worth a look if you Google Meteora.

I recollect Roger Moore landing by parachute on them in a James Bond film.

The intense heat was even killing the Greeks! Going up a dusty road, I saw a pickup truck parked with an old man in a hammock tied to his truck and a tree. Its water melon land. The green ones are so big, twice the size we see here. His truck was full of the yellow ones and being parched asked if I could buy one. He gestured with his fingers, like Winston Churchill's V sign, so I gave him 20 drachmas but he meant 2 drachmas! So cheap, the supermarkets must make a fortune on these things. I left him with the 20 note, being so grateful for a wet.

Finally got to Skotina after some 5 days and jumped straight into the sea. A great camp and sold many, many tools. On the way back, the Brits decided to go to a proper campsite with showers etc. At night I asked a couple of friends to go into town for a few beers. They all declined, so I rang a taxi and went some 5 miles to the town centre. I'm sitting by myself at a little table with my beer and in front of me is a large rock, some 50 feet high, with the odd small plant or bush growing out of the rock. The whole thing was cleverly illuminated by lamps shining onto it from the base and various parts of the rock. I couldn't believe what I was looking at!!!! The lights and shadows created Dinosaurs creeping about. Maybe 6 or 7 different types and sizes. I had to look away then back again because I thought that I had had too many beers. They were there alright, very clever and the Brits missed it all. Ferry back to Venice and decided to venture to Normandy and reached the St Bernards Tunnel entrance with a cop stationed there. He beckoned me to stop and said that it was closed, there had been a fire in it 2 years ago and was under repair. I wondered why there was so little traffic, after creeping up there. Silly me. He got a map out and said that I had to go via the "petit St Bernards pass"



to get to France. Ok, here I go again. What a climb, first gear all the way to the top. A massive Italian fort, now totally empty of soldiers, is there as the former border post. Onto Normandy now and then back to Wigan. Fantastic holiday, camp and experience off the beaten track, some 3000 miles done and not a hiccup out of the Indenor diesel engine and box. I shall not forget what I have told you and there are more stories about this wonderful planet of ours. Graeme Seed"

Many thanks for that Graeme, traveling that far in an H Van sounds a little crazy to me, I struggle to be in it for over an hour with the noise, so I can't imagine what it was like to travel 3000 miles and a diesel too. Shame there wasn't any pictures. I did find some footage of the world meet on youtube but no vans only a 2cv with a grape vine on the roof. (well it looks like a grape vine)

That'll do for this month. Tube it don't lose it.

Martyn

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



1982/3 VERY ORIGINAL SPECIAL

A reg in Arctic white with the beautiful striped original interior refurbished by Matt . 98k miles MOT'd Older Galv chassis professionally repaired body, repainted to my usual standard with many new parts. head lights, wheels with Michelin X's. disc brakes, battery. recon rack. points ignition, wiper arms. Open to sensible offers. Mike John Hooky email Michaelhooky@yahoo.com



2CV6 SPECIAL, 63,00

Miles, Very Good Original Chassis, MOT August 2019, Four New Tyres with Three Part Worn, Good Condition, Very Tidy Inside. £5,850 Contact: EDDY 07930 565848

1981 CLUB two owners from new been in garage for 28 years body of restoration new roof five new tires, brakes, engine overhaul, bodywork original with new respray new vent email me for up-to-date

pictures to be sold with 12 months MOT price (Kent) 07712 829555 Email colingold@hotmail.co.uk

BITS & PIECES

FREE. FOR REPAIR:-

bonnet , rear axle complete- arms drums etc For sale :- set Dolly doors includes glass ,locks etc £225 Light bar with red plastic shells. £100. 2xsquare Cibie reflector units, and 1 shell. All new old stock. £130 bobbyjames108@gmail.com Poole Dorset

FOR SALE tow bar for dyane 6 probably fits van. complete with all fittings and v.g condition. collection

only £25. David 07712 047575 west London area.

2019 2CV CALENDAR,

original hand drawn images and designs using CorelDraw software, ideal Christmas present for a 2CV lover. Please phone Adrian on 01302 321341 & 07340 350083 or email skelton5@btinternet.com for more details.

DYANE/2CV 2X REAR FOLDING SEATS,

1x in brown leather? £25, second one only suitable its frame. Also 1x front bench seat, again only suitable for its frame £15 each. contact Brian 07702 551330 (N Yorks)

**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

You might have spotted in the Your Committee page that Carl Baker, who was the committee member for the 2018 National, has reappeared in the Non-designated post. Carl asked to be co-opted, a request that the committee has readily agreed to. The thing about the non-designated post is that you don't know what you are going to be asked to do/talked in to. It is obviously a challenge that Carl relishes and I am sure that he will rise to it with great energy. Welcome back to the committee Carl.

Last night, as I write, was WASPS night, the editor's and my local group. You might remember that WASPS was reformed last January after a brief period of inactivity. That first meeting attracted 13 members since when numbers have fluctuated, as you might expect, going as low as 4 on one occasion if I remember correctly. Last night we had 15, a new record, the numbers being bolstered by two from outside the usual WASPS catchment. I was expecting to see Mr Secretary Calvin venturing out of the upper reaches of the West Midlands for he had warned me in advance. But I wasn't expecting to see one of our Welsh members walk into the room. The result, as the evening progressed, was a Mehari orientated huddle, for the unexpected visitor was Paul Brice our Mehari registrar. Paul lives just over the border but it is still a fair way from Monmouth to Worcester and a good evening's outing for his Acadiane. I was, as usual, all set to walk home at the end of the evening, it being only 15 minutes, but I accepted a lift from Paul. By the time we had discussed architecture and cars and other things over a cup of tea it was midnight and Paul left with a near empty fuel tank, a satnav and the assurance from Mr Google that the nearest Tesco had a 24 hour petrol station. I am pleased to be able to tell you that he did get home.

The last word



One thing that came up during our conversations was the present situation regarding the post of Registrar of Registers for you might recall that the post was re-established earlier this year. Paul and Matt Concannon, the previous incumbent, are addressing the question of what that role should entail. Paul also repeated concerns previously expressed that members are not registering their vehicles and that much of the information held by the Registrars is not up to date. We talked about ways to encourage you to make sure that your cars are registered and that the registrars are informed of any changes, for example if a vehicle changes hands. I am sure you will appreciate that out of date information is of no use to registrars and so it seems appropriate for me to urge you all to check whether the registrars have the correct information about your vehicle or indeed any information at all.

Having said that I have a confession to make which leads me to understand how some of you do not have your cars registered. Flossie is not on the Disc Brake Register. I discovered this by chance because her registration number appeared on a list published by Simon Mackett following photos taken at the anniversary event earlier this year. In my defence I did not know that she was not on the register, I just assumed that she was because I know that I did register her sometime in the past, I don't remember when and it was probably a long time ago. Anyway my next job, when I have finished writing this, will be to make amends by filling in the form and sending it to Simon. Sorry!

If you turned to the Events Diary last month you may have noticed that the Yorkshire Coasters were clearly making a bid, which nearly succeeded, to monopolise the entries for 2019. Well look again this month and you will see that things are a little different, the diary is beginning to fill out. In particular you will see entries for the 23rd World Meeting in Croatia and the Citroen Centenary Celebrations in France, maybe some of you will be putting those dates in your diary with the clear intention of making the trips to one or both. You will note of course that those two events are just nine days apart which invites the prospect of a slow meandering journey between the two that does not involve crossing the channel twice.

You will also see a listing for our own centenary celebrations. It seems quite a long time since I told you that we were working with the CCC and the TOC to organise a joint event here in the UK to celebrate Citroen's centenary and that a working group with members from each club had been set up to plan and organise this. I know that the process of finding a suitable date and venue has been difficult for them with set-backs along the way. However you will see from the announcement elsewhere in this issue of your News that we now know what we are doing and where we are doing it. I think that incorporating our own event with a major public event is an ingenious idea because it gives Citroen and in particular the clubs that support its heritage significant public exposure. It gives us the opportunity to explain to the wider world what we are about and why, in these times of emerging pressure on the use of older fossil fuel burning

vehicles, we think it is important to be able to continue to use our vehicles.

I would like to be able to explain to the great British public that the Mini, as clever as it was, wasn't the first mass produced front wheel drive car, but that what was thought of by most people in this country at the time as a relatively unknown French company had by then produced three successful mass market front wheel drive cars and that it had also produced the first forward control light van for the mass market let alone that this too was front wheel drive. I would like to be able to explain that Andre Citroen pioneered assembly line production in Europe and all-steel bodies and chassis-less construction and that in the 1920's he introduced what might still have been considered modern working practices and conditions 40 years later. I would like to tell them that their modern family car can trace its DNA back to a work of genius unveiled to the public in 1934, 85 years ago. And I would explain how it was that much of what they would be seeing on display in Coventry would not be there at all but for the determination of one man to lead the way in the design, construction and the marketing of the motor car no matter what the cost, and that for him the cost was the ultimate one. And finally I would explain that having inherited the team of engineers and designers who produced that work of genius, Michelin had the foresight not to abandon it but to give it free range. So if you celebrate 'our' cars you have to celebrate the man and his legacy and that is what we will be doing next year.

Go safely

Simon Saint



LOCAL GROUPS LIST

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



CLASSIC + MODERN CAR
CLASSIC + MODERN BIKE
MULTI VEHICLE
COLLECTORS
KIT CAR
CLASSIC MOTOR TRADE
COMPETITION CAR
SUPPORT VEHICLE



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:- jeanfewkes@hotmail.com Merv:- Firkin@spndon.org 07973 371769
[Facebook/groups/sdff2cv](https://www.facebook.com/groups/sdff2cv)
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 Olde Dog Inn, Billericay Road, Herongate, Brentwood, Essex, CM13 3SD. Just off A128.

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 pamkennea602@gmail.com www.pompeypuddleducks.com
2nd Wednesday at 8pm
The Yew Tree Inn, 42 Havant Road, Hayling Island, Hampshire PO11 0PY

SOLENT 602s

Tony on 07976 265811 or Ian on 079576 656549. email: remraf@outlook.com
Meetings First Tuesday. Contact us for next venue or check Facebook page Solent 602s

WESSEX DUCKS (New Forest Area)
Steve 01425 489252 Alan Homer 07949150065 alan2cv@gmail.com www.thewessexducks.co.uk
1st Thursday at 8pm
Sir Walter Tyrrell, Brook, Lyndhurst, Hants, SO43 7HD

HEREFORDSHIRE

WYE KNOT 2CVS
Jenny 01432 275688 / 07855 628273 jtiptonja@aol.com
3rd Monday at 7pm The Cock of Tupsley, Ledbury Road (A438), Hereford, HR1 1UT

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All groups meet monthly unless otherwise stated

KENT

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

LES-CAR-GO!

Mark and safi email leics_car_go@yahoo.co.uk
1st Thursday of the month 7.00pm Updates will go on the Facebook page. Please phone for venue

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.kirke1977@gmail.com

First 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, Croyden, CR0 1SS

MIDDLESEX/SURREY

THAMES TORTOISES

Richard 01276 479145
Richardomorris@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 B1113 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)
Liz 07773 455137 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 337439 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

All groups meet monthly unless otherwise stated

542314 Matt 01243 780132
matt@matthewdamper.co.uk
1st Tuesday at 8pm
The Wilkes Head, Church Lane, Eastergate, PO20 3UT

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
Last Wednesday at 8pm
The Malt Shovel, 2 Lower End, Bubbenhall, Coventry, CV8 3BW

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
tandyane@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
Swindon2cvsnailz@yahoo.co.uk
www.swindon2cvsnailz.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, Droitwich 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, Chapelton 535 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 lferrar@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

The official magazine of the Deux Chevaux Club of Great Britain



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