



January 2025 Magazine

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Welcome New Members

Michael Robinson - Kevin Bates

Chairman's Letter and Editorial

Welcome to the LAC magazine issue No 39. With this magazine due out on the 1st of January it is appropriate to both look back on 2024 and forward to 2025.

Looking back on 2024 the club has had a successful year with a growth in membership from 90 to 105 members, more encouragingly new members have joined in at club events and have become an integral part of the club. The monthly visits to the Heneage and Rock Café are now well established and well attended. Events have been a stand out feature all year, Brian's skill and enthusiasm making each one special. For me the stand outs have been the Drive it Days, the Group Tour and our Annual Show. The show this year at Grimsby Rugby Club attracted 150 cars and hundreds of visitors, a great success for us and the Rugby Club, made possible by all who organised and provided the marshalling on a long tiring day.

Looking forward to 2025, we are looking for more of the same, plans for the Annual Show are already in progress and our first Drive it Day in March is in preparation. A full programme of events has been drawn up with an event most weeks right through the Summer Show season. The common factor with all we do is the support of members, we have had good turn outs at everything this year and a friendly inclusive atmosphere generated by the participants, it makes attending a pleasure.

Returning to this magazine, there are contributions from Alison Green , Citroen 2CV History and Oulton Park 2CV racing weekend, Paul Codman who collaborated on a Saab 9000 profile article and one from myself on the MGF Sportscar. All worth a read, hope you enjoy.

There is also a change in format for the magazine, there will be a two month view of upcoming events in a standard format that ensures date, time, description and joining information are listed. A year planner will be included at the back of the magazine for longer term planning. Committee contact details will not be included, all general contact with the club now via the club secretary email: lacsecretary2023@gmail.com

That just leaves me with wishing you all a very Happy and Prosperous New Year, hope to see everyone at our events this year. Best Regards Alan.

Events Reports

The October Drive

Our last drive of the year and perhaps the best, setting off from the Blacksmiths Arms a picturesque pub in Rothwell (recommended for a meal out), travelling south to Rachael's Café near Spilsby, a new venue well worth a visit for an excellent breakfast.

A beautiful sunny day and a great route across the Wolds, good company, good food and a grand day out. These drives out just get better and better. I am always appreciative of the work needed to organise these events, arrangements need to be made at two venues, a route planned and driven on several occasion, hats off to Brian for the expertise and enthusiasm he puts into making these events special. More planned for 2025.





The Christmas Dinner (aka What happened to the Christmas Pud?)

Our Christmas Dinner at Caistor Lakes, 57 members braved the terrible weather to attend this seasonal get together. Lovely evening made special by those attending. Good choice of venue with enough room for all. Service great, pity about the puds. Many thanks to all attending, rounds off a very successful year for the club with a record number of attendees for this annual event. Well done Brian, Olwen and Alan for organising and David for the photos. Unfortunately no prize for best hat, maybe next year.



Christmas Gifts

A tremendous response to our appeal for Christmas Presents for under privileged kids.

Presents handed over to Rock Foundation at the Rock Café for onward distribution.

Will make a real difference to some this Christmas.



Upcoming Events Summary (2 Month View)

January 2025

Title Date Time Venue Description Information	Heneage Coffee Morning Sunday 5th January 10:00 to 12:00 Heneage Arms, Hainton, LN8 6LX Our monthly Sunday morning meet up at the Heneage Arms, tea, coffee, baps, full breakfast available. Sunday lunch by pre booking , Tel 07912762819 Just come along all welcome
Title Date Time Venue Description Information	Rock Café Wednesday Lunch Wednesday 22nd January 11:30 for 12:00 Rock Café, Caistor, LN7 6RJ Our monthly Wednesday light lunch or late breakfast Just come along all welcome

February 2025

Title Date Time Venue Description Information	Heneage Coffee Morning Sunday 2nd February 10:00 to 12:00 Heneage Arms, Hainton, LN8 6LX Our monthly Sunday morning meet up at the Heneage Arms, tea, coffee, baps, full breakfast available. Sunday lunch by pre booking , Tel 07912762819 Just come along all welcome
Title Date Time Venue Description Information	Rock Café Wednesday Lunch Wednesday 26th February 11:30 for 12:00 Rock Café, Caistor, LN7 6RJ Our monthly Wednesday light lunch or late breakfast Just come along all welcome

The MGF (1995 to 2011)

Alan Bentham

Introduction

In 1988 the Rover Group consisting of Rover, MG was sold off by the British Government to British Aerospace. It was the remnants of British Leyland which had been nationalised in the late 1960s. By 1988 the Rover Group was in collaboration with Honda to produce a range of cars including the 200, 400, 600 and 800 series, all designed to move Rover upmarket, in addition to the collaborations the Metro range had been facelifted and given the new K series engine which was also used in the 200 / 400 series in capacities from 1.1 litre to 1.8 litres.



The MG part of the group of course took second place to the mainstream cars and was only envisaged as a badge engineering tool for the GT versions of new models. There were however MG enthusiasts in Rover Group's management team and a small development budget of £40 million was allocated in 1991 to undertake design and feasibility studies for a new MG sports car. Three prototypes were commissioned to find the right combination of size, styling and affordability.

Prototype 3 (PR3) was selected. It was a return to the principals used when the MG Midget and MGB were brought to market, that is a stylish up to date sports car using the maximum number of parts taken from the corporate "Parts Bin". The new car used Metro front subframe both at the front and rear, the rear subframe being used to mount transversely the K series engine. Suspension was by hydroelastic spheres as used on the Metro supplemented with anti roll bars.

By 1995 the car was ready for final engineering and testing, at this point however the whole future of the MGF was put in doubt when British

Aerospace sold the company to BMW. BMW already had the Z3 sportscar focused on the USA market. After some hesitation the MGF was given the go ahead, it was finally announced at the Geneva Motor show early in 1995 with the first production cars coming off the line in September 1995.

MGF Mk1 (1995 to 2000)

At launch there were two models available with different K series engines. Firstly the 1.8i with a 1796cc capacity 16 valve engine producing 120 bhp, standard equipment included central locking, heated (manual) door mirrors, electric windows and 15 inch alloy wheels. The second model the MGF VVC also used the 1796cc twin cam engine but now with variable valve timing giving a power output of 145 bhp. Added equipment standard on the VVC included power steering, anti lock braking and half leather interior trim. The power steering from the VVC was available as an optional extra on the 1.8i (made standard in 1998). A second important option on both cars was the factory hardtop making possible a well insulated coupe option.

At launch Rover wanted a “halo” colour VVC car to aid advertising and create interest. The colour chosen was a bright pearlescent orange called volcano, the colour was understandably not often specified by the buying public making volcano a rare car today. The two variants were an immediate success becoming the best selling sportscar in the UK, a position it held throughout its production lifetime.

The 1.8i was road tested by Autocar in September 1995, performance figures were 0 to 60 mph in 8.7 seconds, 0 to 100 mph in 27 seconds, a maximum speed of 123 mph and an overall fuel consumption on test including performance testing of 26.4 mpg. The VVC was tested in April 1998, equivalent figures were 7.6 secs, 23.5 secs, 126 mph and 28.3 mpg. All similar to the MX5 Mk1 which had a 0 to 60 time of 8.1 seconds and a top speed of 126 mph.

There was little change in specification over the next five years, from 1997 leather interiors were an optional extra and towards the end of the decade a number of special editions cars were unveiled, these included the Abingdon, LE and the 75 Anniversary . The format for these cars was broadly similar with optional extras piled in, leather interior, chrome embellishments, special colours and 16 inch alloy wheels. A change of any significance had to wait for a facelift car introduced in late 1999 for the 2000 model year. The facelifted car became known as the Mark 2 car.

MGF Mk2 (2000 to 2002)

Specification changes to the 2000 year model were mainly cosmetic with improved interior trim, body colour to windscreen surround, electrically adjustable door mirrors, greater choice of alloy wheels, smoked indicator lenses and improved power steering. The only major news was the introduction of a third model variant the MGF Steptronic, for the first time an automatic CVT transmission could be specified with a choice of a conventional gearstick or button operation on the steering wheel. It was an option that did not attract a large number of buyers and is now a novel way to enjoy the MGF.

The introduction of the Mark 2 in 2000 was overshadowed by yet again another change of ownership. By 2000 BMW had lost patience with Rover Group and were looking to divest. Land Rover was sold out to Ford and the Mini brand retained by BMW. Two potential buyers emerged, a venture capitalist group called Alchemy and the Phoenix consortium led by former Rover management. Phoenix won out after obtaining government and union backing for a plan that included the continuation of production at Longbridge. The deal involved a token payment of £10 to BMW, in return Phoenix obtained all rights to the Rover MG brand and were paid circa £500 million a sum equivalent to the costs BMW would have been committed to if they were to close the Longbridge works.

Under new management the Group name was changed from Rover Group to the MG Rover Group signifying a change in direction whereby the MG would have equal status and a share of development funds going forward. Indeed a succession of MG variants based on the Rover 25,45 and 75 were quickly put in progress. The MGF was not ignored, another special edition model the Wedgwood appeared in mid 2000 and in January 2001 there were major changes to the model line up.

The model changes were two fold, a base entry model with a 1.6 litre K series along with a 160 bhp VVC model given the name Trophy 160SE. The base model 1.6 engine produced 110 bhp giving a top speed potential of 116 mph, still an enjoyable sportscar experience at a low entry cost. The Trophy 160SE used a tuned version of the 1.8 litre VVC engine, 0 to 60 time was now 6.7 seconds with a top speed of 137 mph. The Trophy was distinguished from the lesser MGFs by being available in just two bold

new colours, bright yellow and bright blue, the paint colours being carried over to cockpit dash inserts. Completing the visual effects was a prominent rear spoiler.

The four car range continued for another twelve months before the introduction of the MG TF, a car based on the F floor pan but now with completely new suspension arrangements and geometry, facelifted front and rear sections and a stiffer bodyshell construction. In the seven year lifetime of the F the car had amassed over 77,000 sales and was not only the best selling sportscar in UK but also the best selling convertible.

Postscript

The introduction of the TF could be regarded as just a continuation of the MGF, treating the new car as a simple uprate of the F, the changes were in fact substantial enough (£25 million was invested in the model change) to regard the TF as a new model in its own right and deserving of an article devoted to it alone.

The end of MGF production does however leave an unfinished story regarding the Pheonix Consortium and its efforts to save the MG Rover marque. MG Rover only lasted a further three years despite the introduction of very effective MG derivatives and a search for a partner to provide the substantial new investment needed for the development of a new model. On the brink of agreeing a deal with the Chinese Company Shanghai Automotive cash flow problems forced MG Rover into administration in April 2005. It was the end for Rover, the TF lived on for a time, rights to the car were purchased by the Nanjing Automobile Group who resumed production in China. And for a short time in UK.

Fast forward to the present day, the MGF is now recognised as a modern classic, always a good performing and handling car it can still provide entertaining motoring for any classic car enthusiast. There is more good news, prices have not started to rise to any extent, take a chance on a car around the £1500 needing faults rectified or much better still find a low mileage well cared for car with full service history and a long no advisories MOT for £3000 plus. Buy wisely and enjoy, you only live once.

Saab 9000 (1984 to 1998)

Alan Bentham



Introduction

The Saab Company was established in 1937 to build aircraft for the Swedish Airforce, they diversified into cars after World War 2. The cars produced by the company over the years all had several things in common, rugged reliability, able to withstand harsh conditions, technically advanced incorporating aviation technology, distinctive styling and high performance.

Epitomising these virtues was the Saab 96 introduced in 1960, aerodynamic shape, responsive two stroke engine, light weight and front wheel drive all combined to provide a successful rally car, winning the Monte Carlo Rally twice and the British RAC three times.

A further element was added during the lifespan of the Saab 99, introduced in 1968. In 1978 the 99 Turbo became available, it was a pioneer of turbo power in a mass produced saloon car. The engine size was 1985cc with a power output of 145 bhp giving the car a 125 mph top speed. Also in 1978 Saab started work on the development of a new executive car that would take the company up market and in competition with BMW and Mercedes. The car was introduced to the public in 1984 as the Saab 9000.

Technical Description

The development of the new car was undertaken in collaboration with Fiat Lancia, the Fiat Croma, Alfa Romeo 164 and Lancia Thema all sharing the same floor plan and basic mechanical layout. There were no interchangeable panels between the cars but a family resemblance was clearly obvious with the Thema, both the Thema and the new Saab being styled by Giorgetto Giugiaro (Ital Design).

The car introduced in 1984 was a 5 door hatchback model, only one engine option was available at launch, a 1985cc twin overhead cam turbo developing 175 bhp, giving the new car class leading performance. The engine was mounted transversely with a five speed manual gearbox or four speed automatic, suspension was by McPherson struts at the front and well located beam axle at the rear. Braking was by discs all round.

The Engines

Four years into the cars life a second engine option was introduced, the 9000i, this was a 2.0 litre non turbo engine producing 130 bhp giving a top speed of 128 mph. For 1991 turbo and non turbo engines with an increase in capacity to 2.3 litres were added to the choice of engines, engine power outputs for the new engines were 195 bhp (turbo) and 150 bhp (non turbo).

These four engines, that is 2.0 litre turbo and non turbo and the 2.3 litre turbo and non turbo were the main engine choices from 1991 onwards. Joining these four engines were high performance engines with added boost pressure, these were used in the Carlsson, Talladega and Aero models. The last engine variant was introduced in 1995, this was the General Motors 3.0 litre V6 24 valve engine available only in the CD saloon

The CC and CS Hatchbacks

The Hatchbacks were designated as the CC and CS cars. The CC, the car first introduced in 1984 was available with only the 2.0 litre turbo engine in the first four years of its life, it was joined in 1988 by the non turbo engine.

In the last year of CC production the 2.3 engines became available.

From 1988 to 1991 a sports version of the CC was made available, in the UK this was the Carlsson 9000, named in honour of the legendary Saab driver Erik Carlsson, twice winner of the Monte Carlo Rally in a Saab 96. The car came with a paint matched airflow body kit complete with rear spoiler, the engine had increased turbo boost pressure giving a power output of 195 bhp. For non UK markets this car was known as the Talladega named after the Talladega Raceway in the USA where Saab had taken three CC turbos driving them solidly for 20 days covering over 100,000km and breaking 21 world speed and endurance records. Both the Carlsson and Talladega models remained available when the CS was introduced, at change over a 2.3 litre engine became available with a power output of 225 bhp. Production of the CC ended in 1991.

Total CC production was 216,385 cars (43% of total production)

The CS was a continuation of the hatchback theme, a new sloping front design and rear light configuration distinguishing the CS from CC. More importantly under the skin the whole body structure was re enforced to meet upcoming USA legislation.

Both the Carlsson and Talladega continued as the headline sports version of the range up until 1993. From 1993 the Saab Aero was introduced to all markets, it used the 225bhp engine, body kit and Recaro designed heated sports seats, its distinguishing feature was the three spoke alloy wheels, its mid range performance was strongly advertised by Saab claiming the mid range 50 to 75 time was better than a Ferrari Testarossa and a Porsche Carrera.



Saab Aero 9000i Turbo

From 1995 cars were available with a CS or CSE designation, the E standing for executive, alongside this distinction any car was available with any engine.

When production ended in 1998 174,525 CS models of all types had been produced (35% of overall production)

The CD Saloon

The 9000 range was extended in 1988 to include a conventional (3 box) saloon model. Designated the CD, running alongside the CC until 1991 and the CS from 1991 to 1998. Mechanically identical to the CC, the new car initially used the 2.0 litre turbo and non turbo engines, From 1991 the 2.3 engines became available alongside the earlier engines. The General Motors V6 entered the engine choice in 1995 providing a top of the range option.

The CD was differentiated from the hatchback by the three box shape but also re designed front end with a more sloping front profile. The saloon was always sold as a premium product to the hatchback with additional equipment and a higher price, aimed exclusively at the executive market. At the same time the CS range gained the CSE option, the CD range gained the CDE. All engines with the exception of the 225bhp engine were available in both trim levels.

Although the Saloon was not available as a sports model, a special edition car was added to the line up in 1995, this was the Griffin available only as a saloon and with only one engine option, the General Motors V6, with every conceivable extra added in as standard this was Saabs premier executive 9000 derivative.



Total CD production amounted to 112,177 cars (22.3% of total production.)

Conclusions

A very successful car for Saab, competitive with the BMW 5 series and Mercedes C class it offered something different, something essentially Saab. The car ran alongside the Saab 99 and shared much of the engineering and engines. Today prices for Saabs of this era have spiralled, the 9000 however is something of an exception, excellent cars at sub £5000 prices are available , buy now and enjoy. Already on my bucket list.

Paul's 9000i CDS Auto



In Paul's Own Words

Saab 9000 CDI S AUTO

Purchased because of her rarity and charming unexceptionalability! Non turbo, no cruise control, manual seats but lovely leather and loads of engine bay space. 'Sybil' is mine to tinker with and improve but whilst maintaining strict originality as far as I can. I also hope to learn a few new skills along the way eg ding removal, fabric renovation, polishing!

Around 500 Saab 9000's on the road but not many pre 1992! (see "How many left?" website)

Event Preview

Alan Bentham

Wickenby Aerodrome - Wed 12th March 2025

Wickenby Aerodrome is located just off the A46 road running from Market Rasen to Lincoln. Travelling from Market Rasen towards Lincoln take a right turn just after the village of Faldingworth, Wickenby is approx. 1.5 miles down this road and is well signposted. Postcode for those with sat nav is LN3 5AX.



Wickenby is a functioning aerodrome, it's origins date back to WW2, constructed in 1942 it was home to Lancaster 12 and 626 squadrons. The newly renovated café is dedicated to the lost air crew who flew out of Wickenby from 1942 to 1945.

The LAC visited the aerodrome in April 2024 as our first outing of the year. The central attraction is the newly refurbished café located in the original control tower, lots of space, modern décor and high quality food. Upstairs from the café is a memorial room with exhibits telling the story of the events at Wickenby during WW2. Outside there is a 1960s jet fighter aircraft providing a perfect background for photo opportunities.

Our visit this year is planned for Wednesday April 10th gathering at 11:30 for late breakfast or early lunch, Brian is now collecting names of those wanting to take part (brianking2016@icloud.com). A great opportunity for a "shake down" outing for the classic, hope to see you there.

Tom's
Zephyr 6



Simon's
Cortina
MK2



Oulton Park Autos de France Day

12th October 2024

Oulton Park holds a French Day at the end of the season every year, with the final round of the 2CV racing championship. There were Marshals wearing berets, French music including Edith Piaf, French food and two HY vans selling coffee and crepes not forgetting a field full of all sorts of French cars from 2CVs to a Citroen SM.

I had some new suspension bits and a full service just before I went on my road trip. Thanks to John and Tracey for the lifts. No creaks! The knife edges were worn apparently (great suspension design but a complete mystery to me!)

Avoiding motorways I pootled across the country taking most of the day driving via my old university of Keele and arriving ready for fish and chips in a motor home at the circuit with my friends..

The following day we were all ready for practice by 9am and it was obviously going to be busy and very cold. Glad I took the Big Coat, which has been the butt of several jokes this year but was soon the envy of many shivering mates. Of course there were very silly pictures involving garlic, googly eyes and berets which hid the disappointment of our two intrepid drivers having to pull out of race two due to wear and tear of a heavy racing season.

At the end of the meeting the remaining die hards were allowed onto the circuit to do two display laps of the track. I was there! Jo, a fellow enthusiast, unwisely came with me as he had not been in a 2CV before so I had to demonstrate the new handling properties of my new suspension. He didn't quite turn green but I may have nearly heard a scream!!

We all bid each other a fond farewell, wished each other Happy Christmas and made a date for the last weekend in April 2025 at Cadwell Park for the first round of next season.

I then had a great time coming home via Snake Pass at Buxton (2nd gear but so much fun), the pudding shop at Bakewell and round the crooked spire at Chesterfield. Claudette didn't miss a beat, my only disappointment was no other interesting cars of any marques on the roads to wave to...

If any of you want to join us 2CV racing, we can guarantee fun, cake, silly jokes and some door to door racing! Put the weekend in your diary and come to say hello.

Alison



Alison Green

The Citroen 2CV

Alison Green



Introduction

A potted history of the Tin Snail, a true people's car.

I have so many people come to me at events and share a fond memory of a 2CV - either a son , daughter, aunt, mother has had one and the escapades related are legendary. Sadly, some people find delight in demeaning her which I find both sad and rude.

As these little people's cars sadly become fewer and more expensive, it is interesting to look back at their whole history from before WW2.

A Car is Born

Citroen originally designed the Deux Chevaux (two horses) as a replacement for farmers' horse and carts, a true utilitarian vehicle which

would go anywhere and carry virtually anything. The original brief was two farmers in clogs, with hats, their wives, a basket of eggs (yes that bit is true) and a 50 kilo load in the boot. This could be a barrel or a piglet. The suspension would cope with ploughed fields, cart tracks and anything else bumpy, and to stop farmers panicking, a 375cc motor would keep the speed down to a manageable speed of 30mph. One headlight, one manual windscreen wiper, a fuel



dipstick and a hand crank finished the trim.... Much of the original body work was stretched fabric with suicide doors. It was also to be easily driven by the farmer's wife so she could take produce to market, leaving the farmer to tend the land. The 'push me pull you' gear change was another innovation which was followed by the Renault 4.

All this innovation was designed in 1936, after the Citroen firm was taken over by Michelin Tyres following the demise of Andre Citroen. To distinguish it from the heavy and expensive Traction Avant (front wheel drive), the project was given a code name TPV (Toute Petite Voiture). In an innovative move over 10,000 members of the public were asked about their ideas of owning a car. Market research was born!

In 1937 the first prototype was released as the 'softest' car in the world. There was no reverse gear, the seats were fabric, the windows were Perspex and it was fitted with a 300cc BMW engine. After riding in it for 50 metres it was taken apart and rebuilt, more than several times...

When Germany invaded France in 1939 the one prototype TPV which was to have been shown at the Paris Show, was hidden away in various crates. All others were destroyed to stop the Germans getting their hands on it. The German equivalent of the people's car, the Volkswagen, came out of a desire to provide trusted members of the German forces with their own transport, but it was neither cheap or well conceived initially.

Rebirth and Renewal

After the war, the hidden crates were retrieved intact and when the car was finally built up, it worked immediately. The original prototypes were of aluminium and magnesium, though these materials were soon replaced by pressed steel, the corrugations supposedly providing strength. These can still be seen on older models of car and van. The corrugated or ripple bonnet models command a premium now.

At the end of the war, much testing and many changes happened until the 2CV was finally revealed in 1948, with the public surprised at the softness of the suspension, its ugliness and the existence of a petrol dipstick.

Production of the 2CV finally started with the first cars being available in September 1949. There were huge waiting lists for the car, with priority being given to those who were most in need of a car but didn't have the finances to buy any other models. Priority was given to farmers and doctors. Potential buyers were vetted by Citroen inspectors to make sure they fulfilled the social criteria! Imagine Elon Musk rocking up to ask whether you were suitable for a Tesla?!

Life and Times 1949 to 1990

The first 2CV to drive the roads of Holland was renamed the Ugly Duckling, which has stuck for years although not in the UK. Tin Snail, Two Horses, Bibendum, are all versions of nicknames for the little Citroen.

The innovative can system of suspension on 2CVs has never been bettered in my opinion. It allows for 18 inches of play and ensures that the four skinny wheels do not leave the ground, allowing for hair raising but safe cornering. These cans live up to the original adage of cheap maintenance, they are lubricated with vegetable oil. With such a small, air cooled engine, there is very little to go wrong. I often joke with 'know it all' people at car shows about the checking of my radiator, air conditioning and power steering pumps. They often leave scratching their heads!

Citroen were innovative with their advertising too. Tin Tin was a great draw with the Thompson Twins always having their hats poking through

the roof. There were adverts where the 2CV evolved from a snail, lists of what it didn't have as extras and many more. These adverts have become a cult in their own right, many friends have the posters hung on their walls.

Eventually, the buying public became dissatisfied with the underpowered engine, so it was replaced with 425cc then the iconic 602cc units. Nowadays you can get piston bore out kits to achieve 652cc, but I find my 114,000 mile basic engine goes quite fast enough to keep up with all but motorway traffic.

There have been some notable adaptations, a four wheel drive two engined Safari, some fitted with tracks in place of the rear wheels, pick-up conversions, camper van adaptations (you need to be under 6 foot for this!) and many many others, including a Slough built Bijou which was pretty but not popular. Several manufacturers utilised the running gear to make three wheel Lomax cars, and four wheel Deauville's, one of which we are pleased to have in our classic car club and many other derivatives too numerous to mention over the years.

For a manufacture of about 4 million 2CVs, with another million derivatives, there are precious few left on the road. Unsurprisingly, a cheap car for the masses does not last well unless cherished. The chassis was a major failing point, many cars fell apart when this essential item broke in two. The metal used for the bodywork is painfully thin but a few dedicated suppliers of new and used parts keep us all on the road.

For years there have been people driving insane distances over deserts and mountains to prove a point; books have been written about lengthy journeys. I personally have loaded my 2CV with half the contents of a flat when moving. I have friends who whip out seats and sleep in them, my brother used one as a builders van, a friend many years ago removed all the bodywork behind the B pillar, though I'm sure he wouldn't get away with it now! It did flap a bit at any speed over 30mph...

Claudette My 2CV

My 2CV is a 1986 602cc special which was originally liveried in the (Plums and Custard) burgundy and cream colourway. I bought her from Sheringham in Norfolk seven years ago. She was a rolling shell and over 75% of the body had to be replaced. I have been innovative with my

paintwork, just as Citroen have been over the years. There were red and white, green and white, blue and cream, black and burgundy, burgundy and cream, white with wavy decals, bright green known as bamboo etc etc. The interiors were less adventurous, often the tweed seats were blue or brown mix and that was it.

In the late 1970's there was a trend to put as many stickers as you could get onto the boot lid, I'm guilty of this.... There were fibreglass hard tops offered as aftermarket in the early 1980's, other extras were boot extensions which universally leaked onto whatever extra you had stuffed into the space; footplates also became a fashion. I have a pair of these fastened to my car, they are the only pair I have seen in over 40 years, so probably were about as popular as the hard tops!

2CVs in the 2020s

Nowadays, 2CV owners are always greeted with smiles and waves, they are a conversation starter in car parks, only a few classic car owners look down their (very long) noses at them; everyone to their own, I say.

2CVs can be seen with roof racks, boot racks, tiny trailers, small folding campers, every decoration you can think of on the paintwork -all demonstrating that owners are non conformist and following their own way in life. Sadly, as the numbers have dwindled, we see less and less on the road unless it is a specialist meeting. Oulton Park have an annual French Day where the numbers this year were half those of 2023, and projected to be less and less.

The Classic 2Cv Racing Club has been in existence for many years, with dedicated members using all their knowledge to provide a series of BARCC races across the country, sharing tracks with Minis, Legends and Citroen C1s. The races are close and although not as fast as other marques, very dependent on driver ability as much as machinery. Every year there are two 24 hour races, one at Snetterton, which is very friendly and informal, and a huge 24 hour race at Spa in Belgium, where 2CV racing is very popular. Closer to home the Cadwell Park circuit always hosts a weekend of 2CV racing at the end of April.

I get asked to drive people to weddings, proms, in carnivals - preferably

with as many balloons or garlands fixed to Claudette as possible. I have even done the London to Brighton run in July in a full Santa rig.... The only thing that flummoxes people is the 'push me pull you' gear stick, which I think is an excellent anti-theft device!

So, next time you see a 2CV bowling down the road at their leisure, be sure to wave and appreciate the original people's car still providing transport with a smile.



Nice one



The Three Amigos



Claudette



Luxury Camping Anyone?

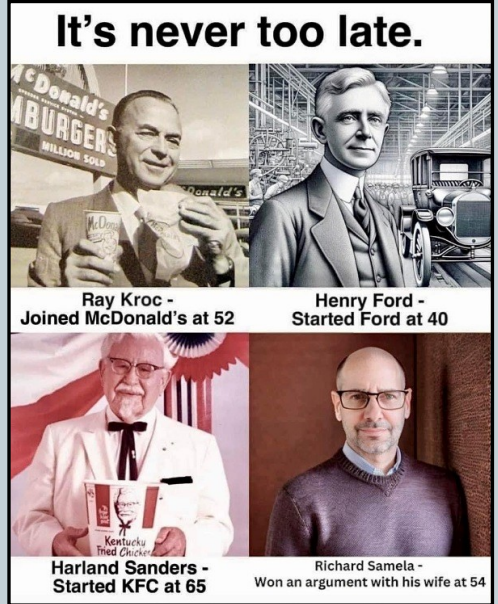
Some out of print but great books:

Citroen 2CV the Ugly Duckling by Ernst Van Altena

Citroen 2CV by David Jacobs

Travels with a 2CV by Nicky Earwalker.

Ending on a Smile



2025 Events Planner

January	Heneage Coffee Morning Rock Foundation Café	Sun 5th Wed 22nd	10:00 to 12:00 11:30 for 1200
February	Heneage Coffee Morning Rock Foundation Café	Sun 2nd Wed 26th	10:00 to 12:00 11:30 for 1200
March	AGM - Heneage Drive it Day Wickenby Airfield Midweek Lunch Rock Foundation Café	Sun 2nd Sun 16th Wed 12th Wed 26th	10:00 to 12:00 11:00 11:30 for 1200
April	Heneage Coffee Morning Easter Egg Hunt Thorpe Camp and Road Run Rock Foundation Café	Sun 6th TBA Sun 27th Wed 23rd	10:00 to 12:00 12:00 @ Camp 11:30 for 1200
May	Heneage Coffee Morning Caistor Market Place Riby Church Open Drive it Day - Farmer Brown's Lincoln Castle Lincoln Rugby Club Vintage CCS Rock Foundation Café	Sun 4th Sun 4th Sun 11th Sun 18th Sun 18th Wed 28th	10:00 to 12:00 07:30 11:30 for 1200
June	Heneage Coffee Morning Louth Show Great Limber Cadwell Park - Vintage Day Drive it Day Rock Foundation Café Sutton on Sea Vintage Day (Alison)	Sun 1st Sun 1st Sun 8th Sat 14th TBA Wed 25th Sat 28th	10:00 to 12:00 09:30 10:00 10:00 11:30 for 1200
July	East Kikby Show Heneage Coffee Morning Wolds Railway Picnic MDCC Motorbilia @ Stickney Drive it Day - Gaydon Rock Foundation Café Sandtoft Gala Day	Sat 5th Sun 6th Sun 13th Sun 20th TBA Wed 23rd Sun 27th	09:30 10:00 to 12:00 10:00 09:30 11:30 for 1200 10:00
August	LAC Annual Show Rugby Club Fulstow Cadwell Cult Classics Club Drive it Day (Navigation Rally) Watersedge Rock Foundation Café	Sun 3rd Tues 5th Sun 10th Sat 16th Sun 24th Wed 27th	before 10:00 10:00 10:00 11:30 for 1200
September	Heneage Coffee Morning Lincolnshire Wolds Hillclimb Minting Village Classic Car Show Grasby Drive it Day Motorbike races Rock Foundation Café Group Tour	Sun 7th Sun 7th Sun 7th Sat 13th TBA 20 & 21 Sat/Sun Wed 24th F/S/S 26/27/28	10:00 to 12:00 10:00 All day 11:30 for 1200 NA
October	Heneage Coffee Morning Drive It Day Fish and Chips Evening Rock Foundation Café	Sun 5th TBA Wed 15th Wed 22nd	10:00 to 12:00 04:00 11:30 for 1200
November	2025 Events Presentation Rock Foundation Café	Sun 2nd Wed 26th	10:00 to 12:00 11:30 for 1200
December	Heneage Coffee Morning Christmas Dinner	Sun 7th Sun 14th	10:00 to 12:00 04:00

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New MG4 EV Trophy Long Range MPG (l/100km): Not applicable. CO₂ emissions: 0 g/km Electric range[^]: 270 miles to 358 miles.



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These figures were obtained after the battery had been fully charged. The All-New MG4 EV is a battery electric vehicle requiring mains electricity for charging. There is a new test for CO₂ and electric range figures. The electric range shown was achieved using the new test procedure. Figures shown are for comparability purposes. Only compare CO₂ and electric range figures with other cars tested to the same technical procedures. [^]The All-New MG4 EV SE Long Range with the 64kWh battery from a single charge on the WLTP combined cycle: Combined Range 281 miles (450 km); City Range: 360 miles (579 km); Combined Driving Efficiency: 3.8 miles/kWh (16.0 kWh/100km). These figures may not reflect real-life driving results, which will depend upon a number of factors including the starting charge of the battery, accessories fitted (post-registration), variations in weather, driving styles and vehicle load. [†]Up to 80,000 miles. T.C.'s apply. *Price applies to the All-New MG4 EV SE. Model shown: The All-New MG4 EV Trophy Long Range with Volcano Orange Paint £32,190 on the road.

