



*This is the story of our
Citroën 2CV, and our friends'
Dyane, and all the fun
they gave us.*



This is John and Brian with their new Citroëns. Brian with his Dyane and John with his 2CV.

They had this silly argument about whose car was better. John said his 2CV was better because it came top in the Government's fuel consumption tests, and it was simple and cheap to maintain. So there!

And then Brian came back and said that his Dyane too was a real old miser when it came to having money spent on it. And it had big radial tyres for long tyre life. John said his did too - honestly they were just like two young children boasting about their new toys! —

then John said his 2CV had all round independent suspension, front wheel drive and the most amazing roadholding, Brian said his Dyane did too.

And so it went on. They went through the list, beginning to end, ad nauseam! Sunroofs, cheap parts, laminated windscreens, air cooled engines, smooth ride, underseal, the lot. By the time they'd finished, it was getting late and Susan and I were getting cold. So we went inside and had a couple of cups of coffee and left them to it, all sulky and upset. Why couldn't they just accept that they were both lovely sensible little cars?

And that they'd both been incredibly sensible, imaginative, different and basically farsighted?



Citroën's replacement parts headquarters at Runnymede. And I thought we were going to see where the Magna Carta was signed.



Picnic time in Richmond Park with Brian and Sue. Everyone was so amazed the way the seats came out



Our new Citroën! The man at the garage said we probably wouldn't be seeing much of him as major services are only every 10,000 miles. Pity really, I rather liked him.



John insisted on showing me the 2CV's tyres. Apparently its Michelin X radials are bigger than average, so they last longer. Ah well I always wanted to have my picture taken with a big wheel.



A blast from the past! Mum and Dad with their 2CV way back in 1954. Still going strong and Dad says he could sell it for more than he paid for it.



John being ever so chivalrous for Auntie May. It's the first car we've had she hasn't complained about.



John took this picture. A rotten shot of me, but a great picture of his beloved 2CV. Typical!



The day Ginger adopted us as his owners. Isn't it funny how cats always seek out the most comfortable spot?



Brian and Susan's wedding. We get a grandstand view thanks to the sunroof.



Mum's face when John told her to belt up! He explained hastily that he meant the inertia reel seat belts. But she wasn't convinced!



Just discovered that our headlamps move up and down, depending on the load we carry. There's a knob inside.

Our first bump. This was a picture of me looking very ashamed of myself. A couple of days later John told me that all the body panels were bolted on, and the replacement ones were ever so cheap. He could have told me sooner, the better. Anyway I tore the picture up in a temper. Silly old me.



John discovering the under seal.



Uncle Eric and Auntie May. We were amazed to discover that they could both sit in the back and still find nothing to complain about.



The 2CV Cross at Blackbusho. The things they can do with those cars! I'm convinced they glue them to the ground.



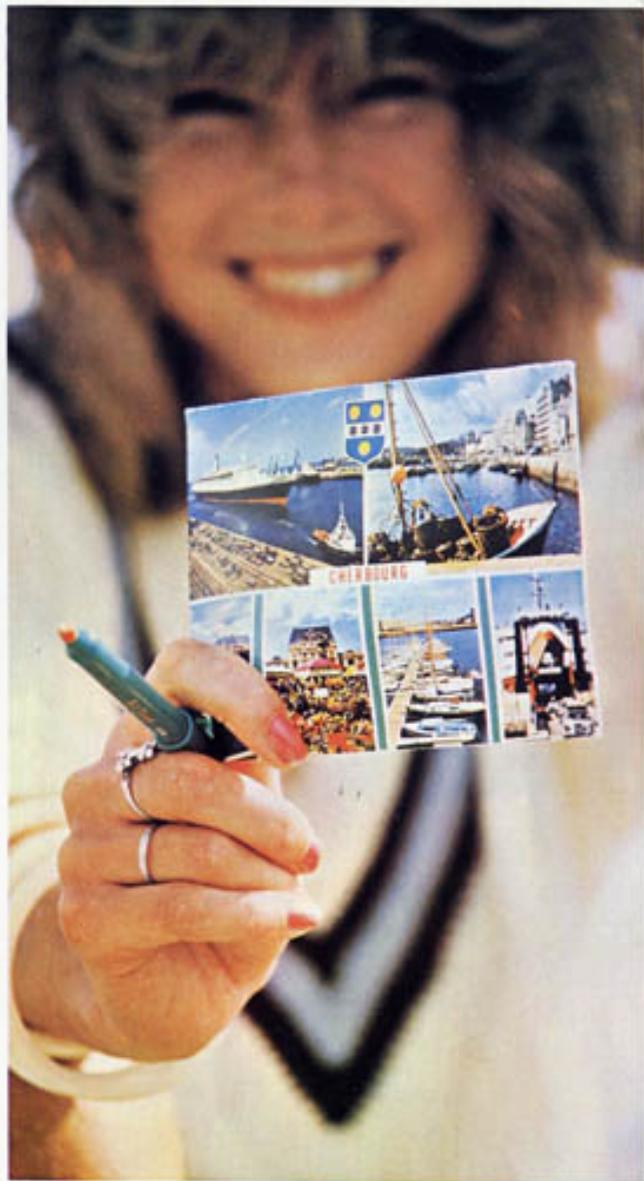
John checking the engine. He says it's an air cooled flat twin, and over 5 million have been produced. Why doesn't he just say smooth and reliable?



Loading up to go to Brian and Susan's before leaving for France. John said I've taken too many things again. John proved wrong again.



The four of us arrived at the Ferry feeling as fresh as daisies. And the Dyane did 70 all the way down the M3-A lovely trip.



Out of focus again!



Just to prove I wasn't responsible for all the luggage. Where the Dyane put it all I'll never know!



This is how the French write 50 miles. And with the price of petrol over there, thank goodness we could go all that way on just one gallon.



Picnic at the beach. And thanks to the folding rear seat, we can keep the food out of reach of the ants!



Brian pledging his undying love all over the laminated windscreen. What an old romantic he is!



Susan has been pleading with me to burn this picture ever since!



John told Brian about driving the 2CV down the steps at Southend. Brian just had to show him that his Dyane was just as tough. They're just like little boys sometimes.



I must have pressed the button by mistake on this one, or could it have been John taking pictures of dashboards again?



A not-so-nice Frenchman we almost ran into. John said it was a good job we had front disc brakes.



John and Brian said they were inspecting the air cooled engine. Good job it doesn't get overheated like they did!



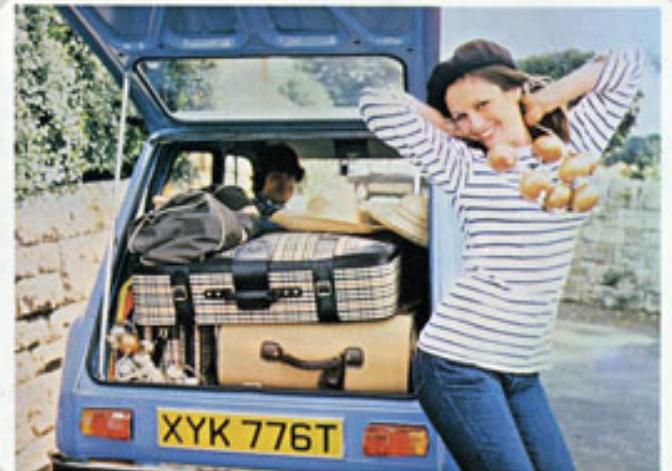
*We just couldn't get the air back out of the thing!
So Brian just took it back as it was. Sunroof and
folding rear seat to the rescue again.*



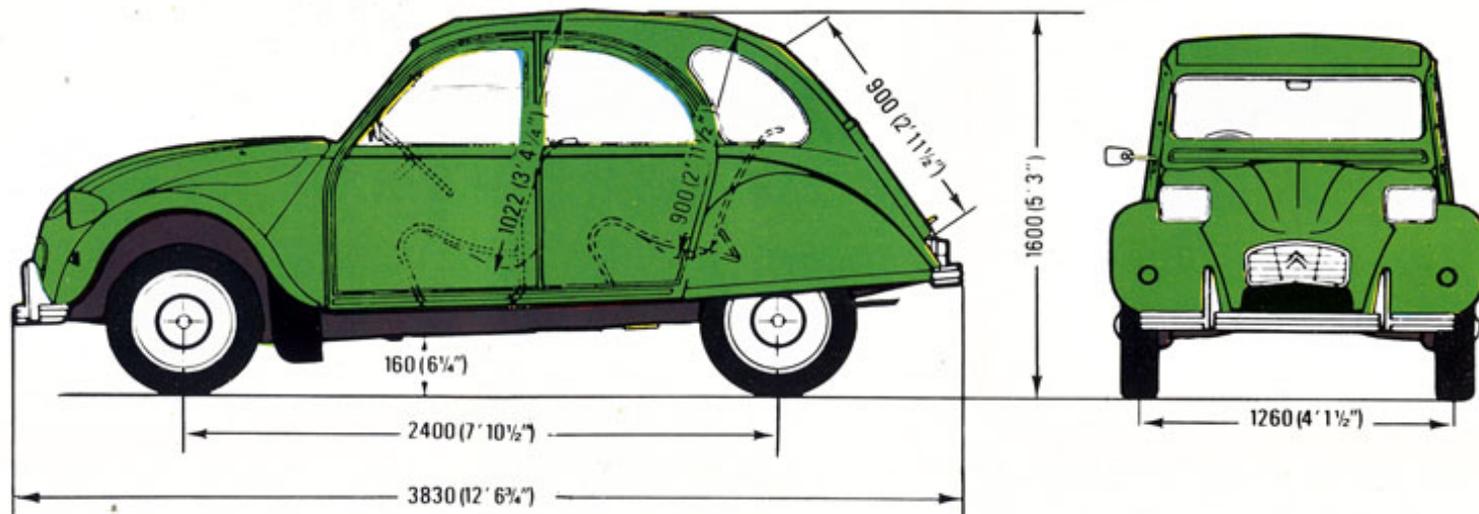
*The hero of our holiday. What an obliging,
uncomplaining little car.*



*Brian insists this is a picture he took of the
underside. He just won't admit it didn't come out.
I told him it would be too dark under the car.*



*Back on the way home with even more stuff than we
arrived with! What a lovely holiday.*



2CV6

Engine: 602 cc (74 x 70) flat twin, 4 stroke. Air cooled, aluminium cylinder heads. Compression ratio 8.5:1. 26 bhp DIN at 5,500 rpm. Oil cooler.

Clutch: Single dry plate.

Transmission: Front wheel drive. 4 forward gears. Synchromesh. Final drive ratio 4.12:1.

Suspension: All independent interconnected front to rear. Hydraulic shock absorbers.

Steering: Rack and pinion. Turning circle 36 ft. approx.

Electrical System: 12 volt, alternator.

Brakes: Hydraulically operated large diameter drum brakes, inboard mounted at front. Handbrake operating on front drums.

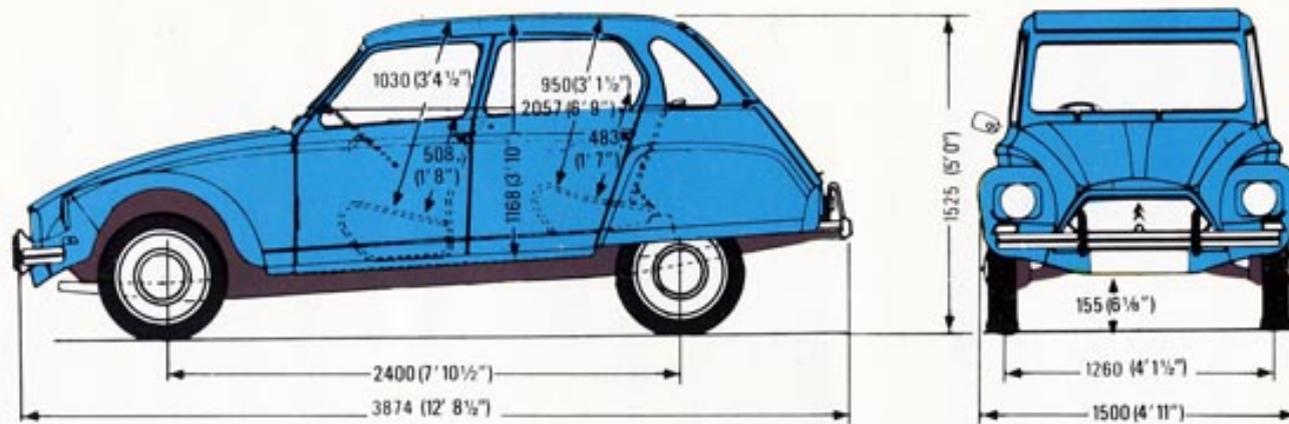
Wheels: 15 in. fitted with 125 x 15 in. Michelin X tubeless radials.

Body and Equipment: 4 door saloon, two-position sunshine roof, square styled headlights, large window area with opening front door windows, screenwasher, heater/demister, fresh air ventilation, removable rear seat. Targa upholstery.

Weights, Dimensions, Capacities: Kerb weight: 1,235 lbs. Gross vehicle weight: 1,973 lbs. Overall length: 12 ft. 6 3/4 in. Overall width: 4 ft. 10 1/4 in. Overall height: 5 ft. 3 in. Luggage capacity: 9 cu.ft. Fuel tank capacity: 4.5 gal. Maximum speed: 68 mph.

Fuel consumption (Government tests): Simulated urban driving 40.9 mpg (6.9 l/100 km). Constant speed driving 56 mph (90 km/h) 49.6 mpg (5.7 l/100 km).

Manufacturer's maximum permitted towing capacity: Trailer with overrun brakes 882 lbs. Maximum trailer nose weight 77 lbs.



DYANE WEEKEND

Engine: 602 cc (74 x 70) flat twin, 4 stroke. Air cooled, aluminium cylinder heads. Compression ratio 9:1. 32 bhp DIN at 5,750 rpm. Oil cooler.

Clutch: Single dry plate.

Transmission: Front wheel drive. 4 forward gears. Synchromesh. Final drive ratio 3.87:1.

Suspension: All independent interconnected front to rear. Shock absorbers on each wheel.

Steering: Rack and pinion. Turning circle 35 ft. approx.

Electrical System: 12 volt, alternator.

Brakes: Hydraulically operated inboard discs at front, outboard drums at rear. Handbrake operating on front discs.

Wheels: 15 in. fitted with 125 x 15 in. Michelin X tubeless radials.

Body and Equipment: 4 door saloon with 5th door at rear, two-position sunshine roof, large window area with double sliding front door windows, front door pockets, screen-washer, heater/demister, fresh air ventilation, folding rear seat, Jersey cloth upholstery.

Weights, Dimensions, Capacities: Kerb weight: 1,323 lbs. Gross vehicle weight: 2,050 lbs. Overall length: 12 ft. 8 1/2 in. Overall width: 4 ft. 11 in. Overall height: 5 ft. 0 in. Luggage capacity: 9 cu.ft. Fuel tank capacity: 5 gal. Maximum speed: 75 mph.

Fuel consumption (Government tests): Simulated urban driving 39.2 mpg (7.2 l/100 km). Constant speed driving 56 mph (90 km/h) 49.6 mpg (5.7 l/100 km).

Manufacturer's maximum permitted towing capacity: Trailer with overrun brakes 882 lbs. Maximum trailer nose weight 77 lbs.

I don't understand all this but John says it has to go in.