

# A picture gallery of



## my cars: 1962-1994



### Bernd Rohrmann

I had about a dozen cars, starting 1962 and ending 1994 ... Here are pictures of the main ones:

 **Fiat "Topolino"** - bought 1962 as used very old car;  
later that year replaced by 2nd Topolino



 **Citroen 2CV** - bought as used car; later  
replaced by a 2nd 2CV - more info & pic's below



 **Renault 4** - first time bought a new car  
more pic's below



 **Peugeot 404** - used car - full camping  
equipm. added - replaced later by a 2nd 404



 **Peugeot 504** - used car -  
full camping equipment added



 **Toyota FJ55** - bought as used/old car, heavily  
amended for Sahara travels - more pic's below



 **..Nissan Patrol long** - new car - soundly  
enhanced for Sahara travels - more pic's below

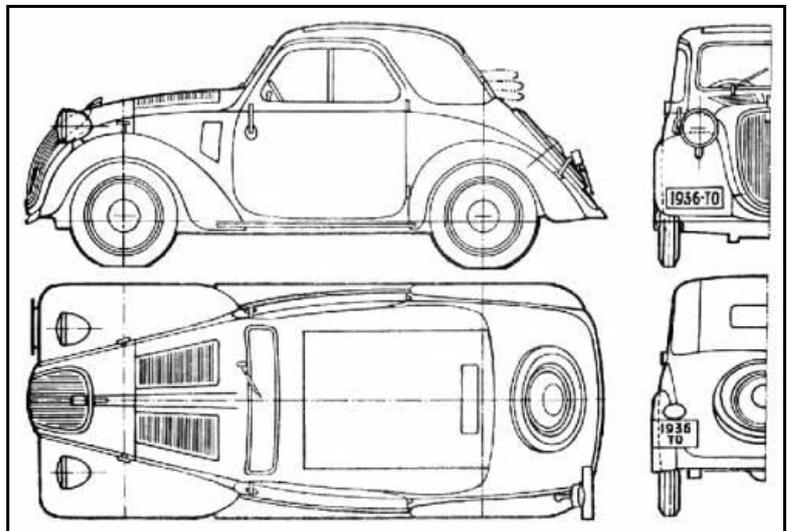


**NOTE:** The first two cars (Topolino, 2CV) were only run in Germany, Denmark and Holland. The next 3 cars (R4, 404, 504) were used for journeys all over Europe, North-Africa and Near-East countries. The final two cars enabled demanding trips into the Sahara desert. *All cars were used as 'camp' as well; see info below!*

## BR My cars - 1962 to 1994 - Details

Here are some additional pic's of my cars - own photographs or images gathered on the internet.

### Fiat 500 Topolino

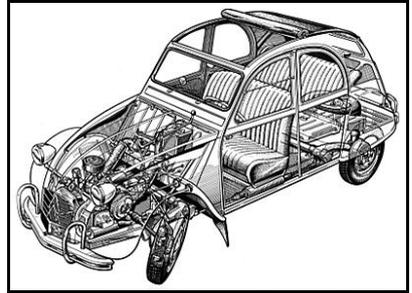


### *Comment:*

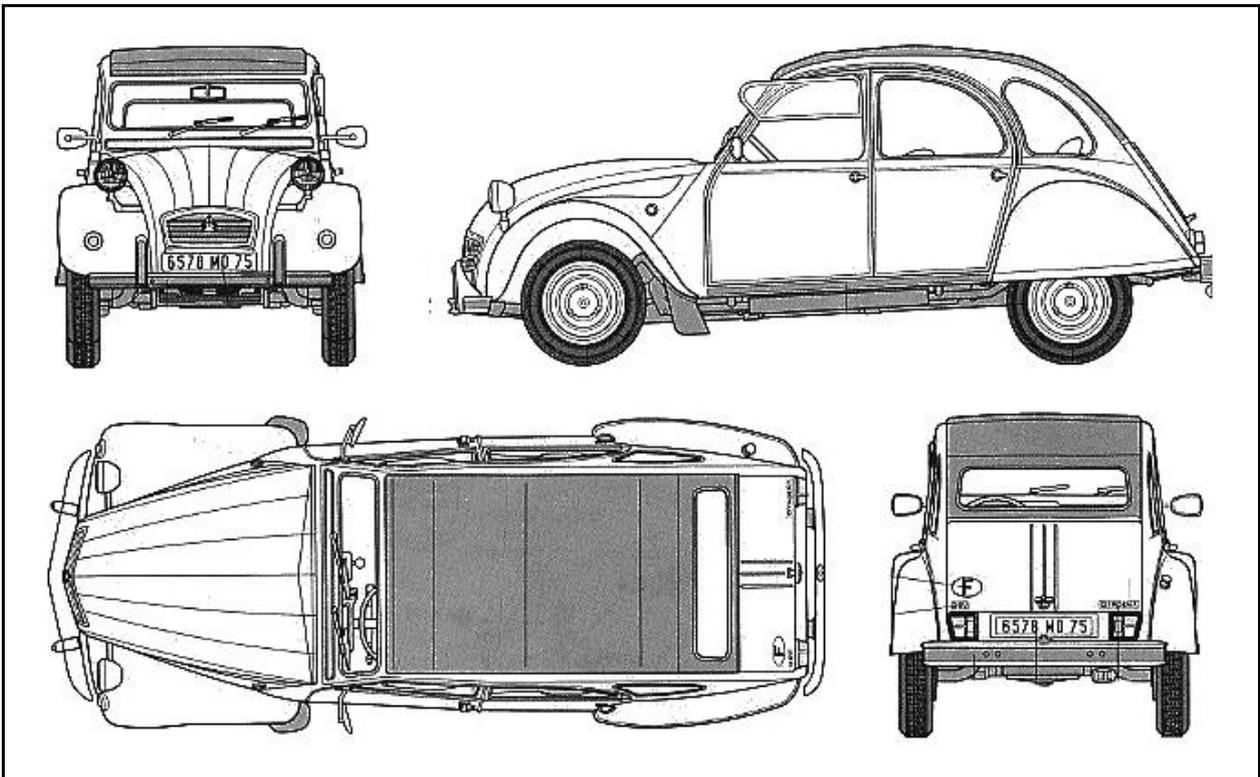
The Fiat 500, commonly known as Topolino ("little mouse"), was manufactured from 1936 to 1955. It was one of the smallest cars in the world at the time of its production, designed as two-seater. The Topolino was equipped with a 569 cc four-cylinder, side valve, water-cooled engine (sounding like a high-class sewing machine) - so was a full-scale car rather than a cyclecar.

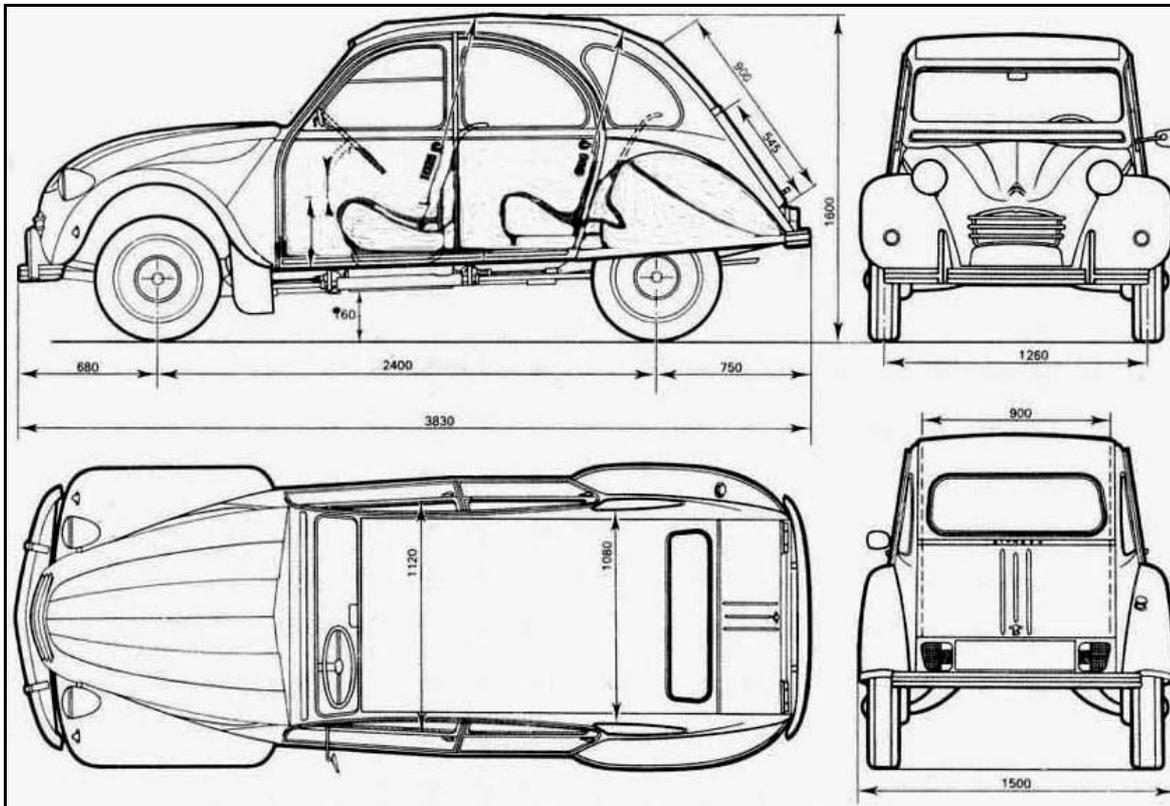
### Citroen 2CV



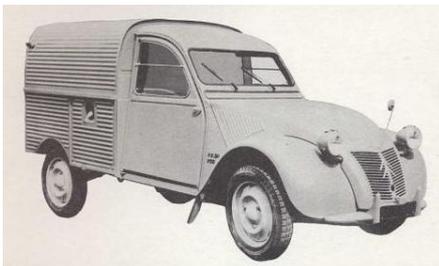


In 2007, the english designer AndySaunders created an absurd 2CV, inspired by a famous painting by Pablo Picasso.





||||| FOURGONNETTE 2CV 1955 |||||



Engine of 2CV =>



**Comment:**

The Citroën 2CV (French: "deux chevaux" i.e. "deux chevaux vapeur", literally "two tax horse power") was an economy car produced from 1948 to 1990.

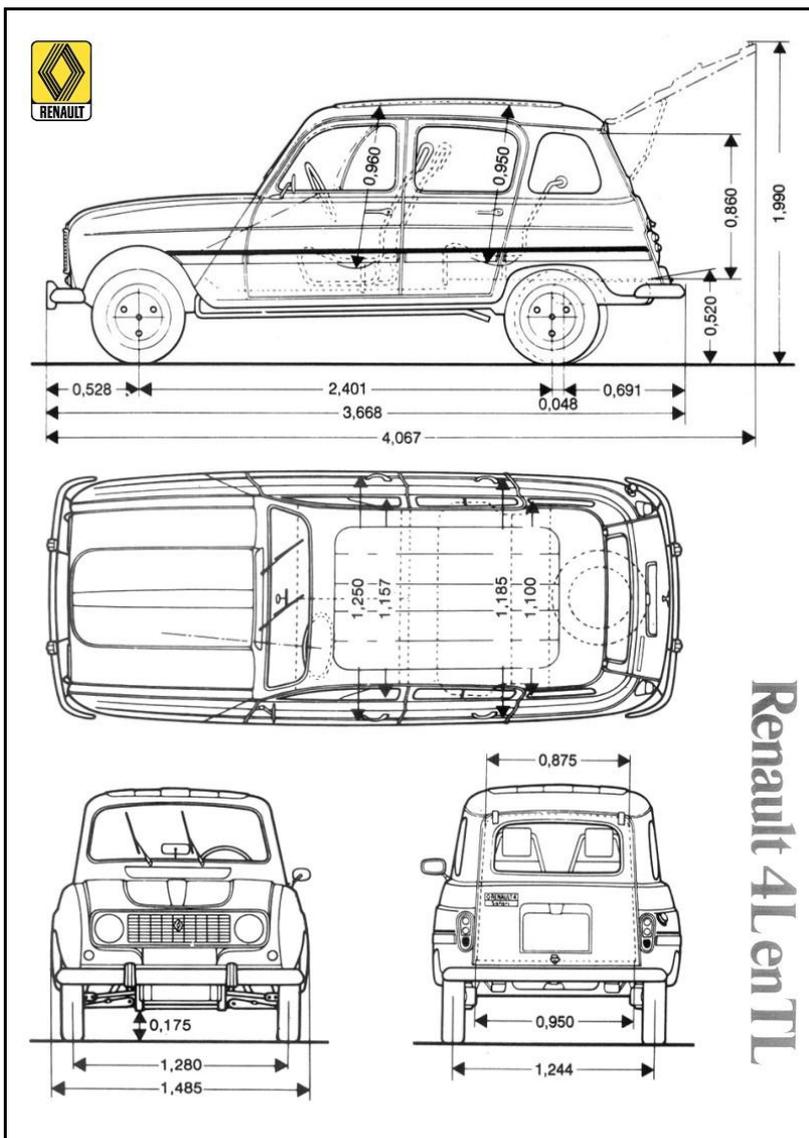
It was technologically advanced and very innovative, yet also with uncompromisingly utilitarian unconventional looks, and deceptively simple Bauhaus inspired bodywork, that belied the sheer quality of its underlying engineering. Some citations: "... extraordinary ingenuity of this design, which is undoubtedly the most original since the Model T Ford"; "the most intelligent application of minimalism ever to succeed as a car." It was designed for low cost, simplicity of use, versatility, reliability, and off-road driving. For this it had a light easily serviceable engine, extremely soft long travel suspension (with adjustable ride height), high ground clearance, and for oversized loads a car-wide canvas sunroof. Until 1990, 3872583 2CVs were produced, plus 1246306 Fourgonnettes, the 2CV-based delivery vans. It is considered Citroën's most iconic car.

*Personal appraisal:* For me, none of my other cars could match the extraordinary combination of uniqueness and ingenuity of the Citroen 2CV.

*Nicknames:* p.t.o.!

*Nicknames of the 2CV:* In Europe, dozens of nicknames came up - especially in countries where the French "deux chevaux" is just too difficult to say ..The Dutch were the first to call it "het lelijke eendje" ("the ugly duckling") or just "Eend" ("duck"). In German-speaking countries (Germany, Austria, Switzerland, partly Luxemburg), it was always called "Ente" ("duck"), possibly induced by the amazing behavior of the 2CV in curvy roads.

**Renault 4**



**Comment:**

The R4, produced by Renault from 1961 to 1994, was a front-wheel driven car in hatchback shape. Its smart design made it a role model for small-scale compact cars.

*Use as camping car:*

The R4 was the first care which I equipped for camping, in spite of its small size (see shape diagram above). This included: back bench removed, front bench rotated, foldable mattress, curtains, special storage boxes.

 Peugeot 404



*Comment:*

When looking for a larger car which is stronger & faster, and large enough for serious camping, it had to be a station wagon (called "Combi" or "Kombi" in Europe. The only one providing 2m length behind the front seats was the 404 (other options, like Ford, Opel, Toyota, Volvo, were not suitable in this regard).

*Set-up as camping car:*

This was a sincere endeavour and included: Back bench removed; mattress (200x90 cm) in two parts, on wooden plates; self-made storage boxes from aluminium, mounted above the wheel frames in the back; foldable table; back end usable as seats (under the back door which opens upwards); mini-fridge; curtains; washing lines; and special alarm system. I also installed a ceiling lid (50x50 cm)

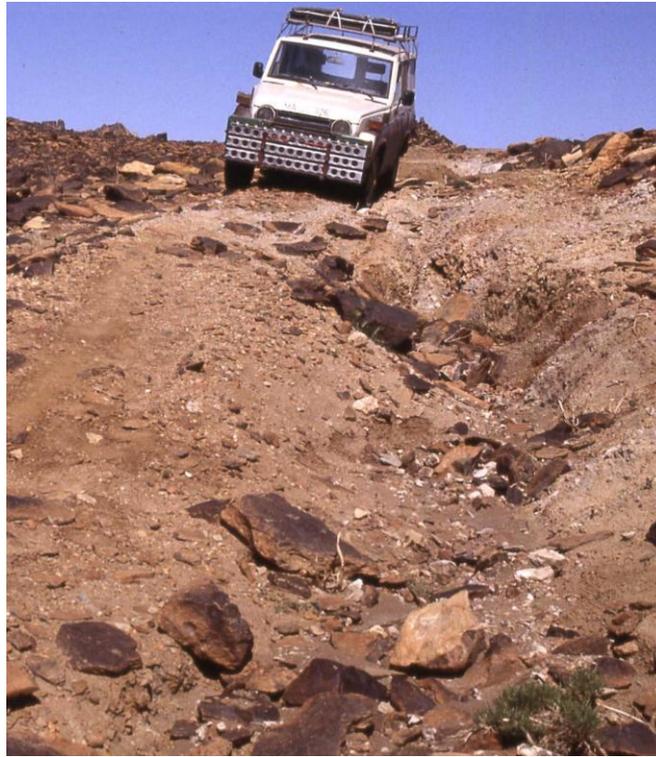
 Peugeot 504



*Set-up as camping car:* Most features of my 404's were installed in the 504 as well.

 Toyota FJ55





**Comment:**

The FJ55 is an early 'landcruiser' version. From the seventies onwards, the landcruisers outran the long-time dominant landrovers, being stronger and sturdier. When

*Preparation for Sahara trips*

Cars for excursions into the Sahara desert should fulfil the following features: strong engine, large wheels/tires, high ground distance, and considerable robustness; 4wheel drive is a must. The Toyota FJ55 met these requests. It had a powerful 4.3 l petrol engine, and 2x4 gears.

My own preparations included: physical engine protection, extra-large tires, additional holders for the roof rack, 6 portable petrol tanks (20 l each), 2 for holders in the front of the car, 4 to be stored on the roof, metal grids for front lamps, backlights and some windows, extra-large jack, electrical and hand pump for tires, metal shields to use if digging out of a sand dune, movable strong front lamp, a car-adapted large compass, and a strong trumpet-like extra horn. Furthermore, I mounted a 2nd reserve wheel, and took spare parts and a repair book with me.

Unfortunately the car broke on both Sahara travels - once the gearbox cracked, once the front-wheel drive cracked. However, I could drive back to Europe in both cases.

*Set-up as camping car:*

As far as feasible, the set-up was similar as for the Peugeot 404, i.e.:

Back bench removed; mattress (200x90 cm) on wooden plates; self-made storage boxes from aluminium, mounted above the wheel frames in the back; foldable table; back end usable as seats; mini-fridge; curtains for all windows; washing lines; and special alarm system. Furthermore, I established three water tanks two inside, one on the roof). A pipe for a 'mini-shower' was available. The bed was built in 13 cm above the cars floor, and this created a large storage room for food and technical tools. (see pictures above).

The bed could also be set up on the roof rack.

## 🚗 ..Nissan Patrol long



### *Comment:*

The Patrol had several strengths: powerful 3 l diesel engine, well-proportioned 2x4 gears, and smooth long passenger section. I used it for travels in Europe and my last very long Sahara voyage, and had never any problem with this car.

### *Preparation for Sahara trips:*

The necessities, as well as my set-up of the car, was similar to the FJ55. Again I mounted extra-large tires, strengthened the roof rack, added metal grids for lamps and windows and so on. The extra-large jack was now placed on the front, and the metal shields on the back of the car; all 6 petrol tanks were now positioned on the roof. I maintained to carry a second reserve wheel.

### *Set-up as camping car:*

Regarding my equipment installed in the FJ55, I could either mount it in the Patrol, including three water tanks, mattress (200x90 cm) on wooden plates, foldable table, fridge, curtains for all windows, washing lines; or I established similar constructions, like: self-made storage boxes from aluminium, mounted above the wheel frames in the back, bed 13 cm above the cars floor, in order to create a large storage room for food and technical tools, and special alarm system. Sitting in the back, with the table there, was arranged similarly to my previous cars.

### *The end of it*

This was my last car - I could not afford to take it with me when leaving Germany, so I sold it to a friend. Since living in Australia, I am mostly a cyclist - yet every now and then I rent a car for trips to towns or landscapes in Victoria, being content with plain cheap practical compact cars ...