

Pacific
Citroën
News

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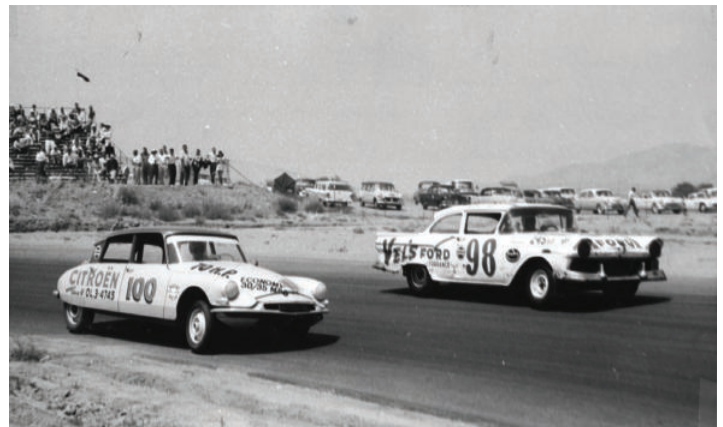
Dates(s)		Location	2023 Event Information
			<i>Due to changing global conditions please consult the event venues or organizers before attending.</i>
Nov 5 Sun 9 AM - 3 PM	CA	Van Nuys	Best of France and Italy Car Show and Swap Meet. Held at Woodley Park in Van Nuys, CA. Please register at this website: www.franceanditaly.com Woodley Park, 6350 Woodley Ave, Van Nuys, CA 91436
Dates(s)		Location	2024 Event Information
May 9-11*	FR	Clermont-Ferrand	90th Anniversary of the Traction event organized by La Traction Universelle. Preliminary information here (in French): https://90ansdelattraction.com/ .
Aug 3-7* NOTE DATE CHANGE	PL	Toruń	17th ICCCR 2024 in Toruń, Poland. https://www.icccr2022.pl/english/ Rescheduled to August 3-7, 2024, due to geopolitical concerns.
			* Indicates event not sponsored by CCC-NWCOC-CAC

NWCOC Club Email Address Confusion

It seems that one of our club members has experienced some sort of a computer virus that is affecting some NWCOC members. A few people have reported getting a forwarded email announcing a new email address for our club. The club's email address is NOT changing. The email address has been the same for many years and is repeated here:

NWCOC@earthlink.net

Please disregard and delete any emails that suggest that the NWCOC has changed its email address to a "gmail" account.



—Al Powers
WINNING Citroen ID-19 takes a tight turn in the first California NASCAR-sanctioned race to include European cars. A pair of Citroen ID-19s with air-oil suspension and front-wheel drive won "First in Class" honors at the 500-mile Riverside event, June 1.

Citroens Class Winner in "500"

Unique suspension and drive features are cited as being prime factors in the NASCAR victories of two French sedans at Riverside Raceway, June 1.

Two identical Citroen ID-19s with front-wheel drive and air-oil suspension, cornered and maneuvered their way to NASCAR "First in Class" honors in the grueling NASCAR 500-mile Memorial weekend races.

The ID-19 is the sports car version of the plush Citroen DS-19. Equipped with stock engine of 70 hp, the Citroens competed with 45 other European entries and large displacement American V-8s. Top speed of the ID-19s was over 101 mph at an average gas mileage of 19.3 mpg. Neither car made more than two pit stops in the 500-mile run.

No modifications other than seat belt and roll-bar installation and necessary seat removal were made. Drivers were Bill Jones and Ralph Roberts, both

Finals Finish

	Laps	Prize Award
Spl.	200	\$105,574.00
Pl.	200	38,574.00
Fast Spl.	200	24,989.00



2 CV leaded glass image contributed by Susan Redd.

Farewell

Christopher J. Middleton

It is with profound sadness that we have to inform our community of the passing of Christopher J. Middleton who passed away on September 23, 2023.

I first met Chris Middleton in the early 1980's when both of us had just graduated from the same high school in a suburb of Seattle. I didn't know Chris during school since he was a few years younger than I was, but we met shortly after when he bought his first Citroën; a 1965 DS19M Pallas. Ever since that first meeting, Chris and I have had an extraordinary 40-year friendship.

Since the last Citroën dealer in Seattle had shut down in the late 1970's, there was an overwhelming need for someone to take on the challenge to help out the local Citroën owners with repairs. Chris took on the challenge after high school and started fixing cars in his dad's garage. It was not long before he had opened a shop in the Interbay neighborhood of Seattle.

Within a few short years, he was not only fixing cars, but he was performing complicated and extensive restorations. In the first few years of the shop, he had several colleagues to help him refine his welding, metalwork, and mechanical skills, but Chris went on to do nearly all of the work himself.

Chris kept his business low key; no websites, no social media presence, no signs outside the shop. Instead, he focused on cranking out repair after repair after repair.

A momentous moment in Chris's life was when he met his future wife, Deirdre. She offered him a balance in life and he suddenly was less interested in having a beer with his car buddies and instead got more serious about family and making his time at the shop count. Soon, two kids came along. I have had the pleasure of watching them grow and they are truly exceptional. They were even willing to sit through Chris's movie selections, often esoteric European fare, American art house cinema, or film noir classics.

Even with a thriving business going on, Chris more-or-less hand-built his modern house in North Seattle. Tall sides, butterfly roof, and hand-built cabinetry typified Chris's other passion; architecture. Near the end, we had a chance to take a drive in my DS around Seattle to look at newly-built modern houses. He was very weak at the time, but he seemed to really enjoy the drive. And he knew the builder and architect of nearly every interesting house we found.

In the spring of this year, he started having a health issue that ultimately took his life. Until the very end, he was incredibly courageous and filled with grace. Even though he felt miserable, he made time to talk to his friends and former customers. With every phone call or visit, he made all of us feel comfortable and at ease.

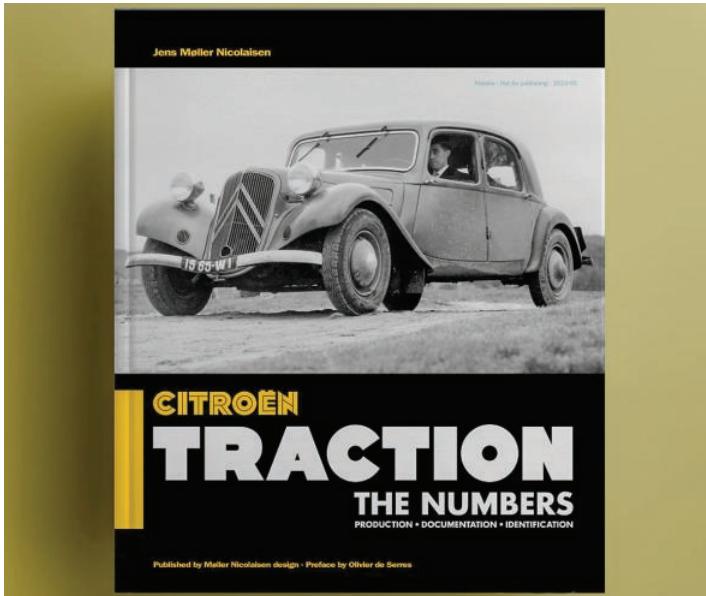
I just don't know how to describe the incredible loss his absence brings to all of us. Fortunately, Deirdre and the kids have a large community of friends and family to lean on.

Goodbye my friend

-Chris Dubuque.



Books



Citroën Traction – The Numbers (English language)

In this book you will find detailed information about all the different Traction models through the years.

Most of the information comes directly from the ultimate and unique source: the old factory ledgers.

With this book, it is possible to identify a Traction much more accurately than before.

More information: <https://citrovisie.nl/en/products/tractionnumbers>

French Microcars 1935-1960 (English & French language)

This book describes the history of the smallest cars that were produced between 1935 and 1960 in France.

The variety of these constructions is mindboggling, but so far, they have generally been ignored by car historians.

This book aims to fill the gap with many hundreds of high-quality period photographs and documents.

More information: <https://citrovisie.nl/en/products/microcars>

Next month it will be 75 years ago that Citroën presented the 2CV at the Paris Motor Show.

The Citroën 2CV (Dutch language)

The Citroën 2CV was a hit. Millions were sold worldwide, all equally comfortable, lightweight, with simple but indestructible technology and full of usability.

It are these qualities that made the 'ugly duckling' so beloved by families, roadside tourists, world travellers, campers, firefighters, hippies, road guards, cameramen, adventurers, economy champions, tradesmen, museum directors, creative people, sun worshippers, policemen, youth hostel visitors, 2CV-crossers, investors, advertisers, Christmas tree delivery people, music lovers... In this booklet (which is also fun if you are not a car enthusiast) they all pass by in a long parade.

Order now, delivery mid-october. More info and ordering: www.citrovisie.nl

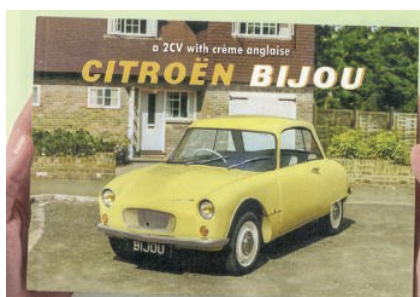
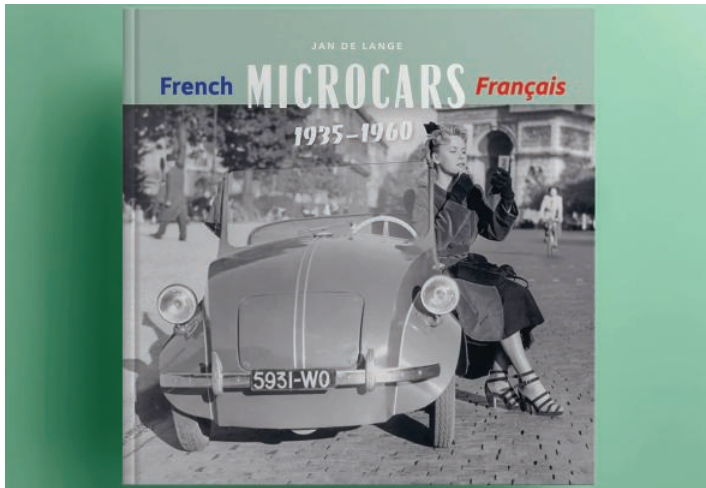
Citroën Bijou

Wouter Jansen is the author of the **Citroën Bijou** book-to-be. A Citroën-enthusiast for more than 40 years, co-founder and editor-in-chief of the Dutch CitroExpert magazine as well as author of a dozen books on Citroën.

Wouter explains: "The Bijou has always intrigued me, since I first saw one in the early 1970s, during a family holiday in England. During the subsequent years, I managed to add several brochures and other Bijou documents to my collection, but the turning point was an archive acquired in 2022, in which I found many internal memoranda and lots of original photographs. It was then that it struck me that I should write a book on this special and little known car!"

However, he realised that there were some things missing to make it the ultimate reference work. Wouter: "Friends and fellow historians helped me, but there are still some omissions such as sketches and drawings of the Bijou by designer Peter Kerwan-Taylor; authentic/original color photographs and slides (taken between 1959 and 1964); technical information bulletins for dealers and a spare-parts catalogue; documents on the exportation of the Bijou..."

If you could help Wouter trace these, that would be great! You can contact him at: wouterj59@gmail.com.



Citroën DS 9

Media Citroën International

For the 2023 model year, DS 9 is changing with the introduction of DS IRIS SYSTEM, the new DS Automobiles multimedia system, and new interior trims.

- On the French market, the range is made up of the three specifications, RIVOLI +, OPÉRA and the ESPRIT DE VOYAGE Collection, featuring an exclusive pale Pearl Grey interior.
- The DS 9 range is fully electrified with two plug-in hybrid E-TENSE 250 and E-TENSE 4x4 360 drivetrains with on the road prices between 67,000 and 87,000 euros.

100% plug-in hybrid drivetrains up to 360 horsepower

DS 9 M.Y. 23 is 100% plug-in hybrid with 250 horsepower and 360 horsepower four-wheel drive offerings.

At the top of the range, DS 9 M.Y. 23 E-TENSE 4x4 360 has a 4-cylinder, 200 horsepower engine and two electric motors, one of 110 horsepower (integrated into the gearbox at the front) and the other 113 horsepower (linked to the rear axle), with an intelligent four-wheel drive transmission. The 15.6 kWh battery benefits from advanced management for saving energy to handle various applications.

The top speed of DS 9 M.Y. 23 E-TENSE 4x4 360 is electronically limited to 250 km/h (155.3 mph), with the ability to reach 140 km/h (86.9 mph) on electric power alone. The 0 to 100 km/h (62 mph) is covered in 5.6 seconds and the 1,000-metre (.62 mile) start-stop is completed in 25.4 seconds.

In zero-emissions mode, DS 9 M.Y. 23 E-TENSE 4x4 360 travels 65 kilometres (40.38 mi) on the WLTP urban cycle or 62 km (38.52 mi) on the WLTP combined cycle. Fuel consumption is restricted to 1.5 litres / 100 km (156.8 mpg) with CO2 emissions homologated to 35 g/km according to the WLTP cycle.

DS 9 E-TENSE 250 features a 200 horsepower PureTech 4-cylinder engine, backed up by an 80 kW (110 horsepower) electric motor. The 15.6 kWh battery can travel up to 84 kilometres (52.1 mi) according to the WLTP urban cycle (EAER City used by the tax authorities) or up to 74 kilometres (45.9 mi) on the WLTP combined cycle. The 7.4 kW on-board charger enables charging from 0 to 100% in 2hr 23. CO2 emissions fall to just 22 g/km with a homologated fuel consumption of 1.0 litre / 100 km (235.2 mpg) according to the WLTP combined cycle.

ESPRIT DE VOYAGE Collection: remarkable expertise

The ESPRIT DE VOYAGE Collection is available on DS 9 M.Y. 23. As with high fashion houses and in line with the French art of travel, DS Automobiles showcases unique refinement characterised by an exclusive pale leather interior.

Light and bright colors finish off the interior with seats entirely from Pearl Grey Nappa leather watchstrap upholstery. The center console, dashboard and door panel trim are all in Pearl Grey Nappa Leather. The headlining is completely clad in Pebble Grey Alcantara® and the door armrests also take up this Pearl Grey color, as does the braid on the front and rear floor mats, which showcase a special Zéphir stitching.

On the panel under the central screen, the Pearl Grey nappa leather is heat-embossed with a technique developed by the DS Automobiles craftspeople to give relief to this unique shape. Inherited from the iconic guilloche embossed inserts from Parisian watchmakers, Clous de Paris marks the location of DS DESIGN STUDIO PARIS from which rays radiate tracing a map of Europe. This design created for the ESPRIT DE VOYAGE Collection is executed in multiple ways for this Collection. These lines are repeated on the sills and badges for the front doors, as well as by laser engraving on the mirror housings.



The high-quality materials accompany other cockpit features with a Basalt Black grain leather steering wheel, a Basalt Black Nappa Leather dashboard top and a Black Alcantara® rear shelf.

Externally, the E-TENSE 250 version stands out on new 19" CHAMBORD wheels with matt Anthra Grey trim, while the E-TENSE 4x4 360 model retains the 20" MUNICH wheels fitted with Michelin Pilot Sport 4S tyres. DS 9 M.Y. 23 ESPRIT DE VOYAGE is available in four colors: Crystal Pearl, Midnight Blue, Platinum Grey and Perla Nera Black.

In France, DS 9 ESPRIT DE VOYAGE is offered at the price of 77,150 euros for the E-TENSE 250 plug-in hybrid drivetrain and 87,000 euros for the E-TENSE 4x4 360 version.

New OPÉRA specification

In France, the range is made up of three trim levels: RIVOLI +, OPÉRA and ESPRIT DE VOYAGE Collection.

The RIVOLI + specification features all DS 9's elegance and refinement with heated, massaging and cooled front seats, the Extended Safety Package with DS DRIVE ASSIST Level 2 semi-autonomous driving, the DS IRIS SYSTEM multimedia, DS ACTIVE SCAN SUSPENSION camera-controlled damping and front and rear park assist with 360 Vision. The interior is made up of Basalt Black grain leather seats, door panels in diamond pattern Basalt Black nappa leather, a mistral nappa leather dashboard, a centre console in Basalt Black nappa leather and a Basalt Black grain leather steering wheel.

This range-topping OPÉRA offering introduces lots of standard equipment, technology such as DS ACTIVE SCAN SUSPENSION camera-controlled damping, the Extended Safety Pack with DS DRIVE ASSIST level 2 semi-autonomous driving, DS DRIVER ATTENTION MONITORING and DS NIGHT VISION, and comfort-focused such as the FOCAL Electra® sound system, the DS Lounge Pack for rear passengers, including the Premium Leather rear centre armrest, the Lounge head restraints for the outer seats, courtesy button to move the front passenger seat forwards from the rear seats, extended dual-zone automatic air conditioning and heated, massaging and cooled outer rear seats, as well as the sunroof, power bootlid, heated windscreen and alarm.

This new OPÉRA specification is offered with three interiors in distinctive colors: RUBY RED OPÉRA, BASALT BLACK OPÉRA as well as a new PEARL GREY OPÉRA.

OPÉRA's elegance is embodied by Nappa leather seats featuring a DS logo embossed on the front of the head restraint, the rear seats, center console and large dashboard, regardless of the color chosen. The RUBY RED and BASALT BLACK interiors also get exclusive Art Leather trim for an attractive appearance. Also new to DS 9 M.Y. 23, the Alcantara® headlining takes on a Pebble Grey color, bathing the cockpit in a soft light. DS 9 OPÉRA is offered at the price of 75,600 euros for the E-TENSE 250 plug-in hybrid drivetrain and 85,450 euros for the E-TENSE 4x4 360 version.

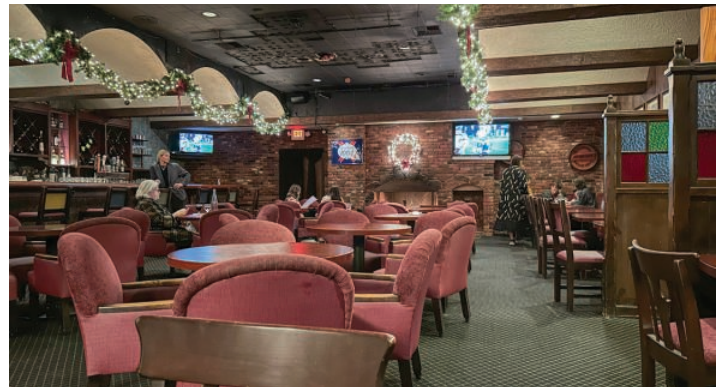
Local Events Recap

PCN Editorial Staff, Images from Biblioptiucs Alanskii

CCC at Taix French Restaurant

Taix French Restaurant at 1911 West Sunset Boulevard is has outlasted many long-known Los Angeles dining spots, in operation since 1927. Ostensibly slated for redevelopment, the pandemic perhaps led to a reprieve. Taix specializes in traditional and country cuisine, typically Chicken au Diable, Frog Legs Provençal, Steak Frites au Poivre, Trout Almondine. Fancier dishes include Duck à l'Orange, Braised Lamb Shank and Tourte de Volaille, many more. Not to forget that this is the USA, a hamburger is on the menu as well. Over-21 beverages offered from the in house bar.

We gathered for a congenial banquet room meal and lots of conversation. The parking area in Taix Square was in use for a neighborhood flea market which wrapped up at the exact time we arrived, making room for surely the most French cars at one time in several years. Lovely, uncomplicated experience and well worth it.



CCC Bastille Day

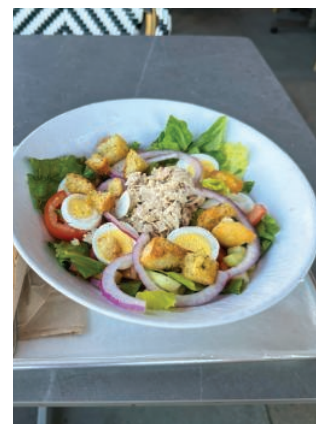
Little Provence Sandwich Bistro in Arcadia, CA offers Salades de Provence, Sandwiches, and Breakfast fare. They offer catering both on and offsite.

Highlights of the menu at the time of our visit: Salade Niçoise, sandwiches- Pork Loin Piquant, Tarragon Chicken-Salad, Filet of Salmon, Ahi Tuna Provençal, Bifteck Provençal, breakfasts and desserts, Pain Perdu, Crème Brulée, fruit tarts, etc. Being in California they naturally offer Granola Parfait and a couple of vegetarian selections, Espresso, brewed and blended coffees.

A Monday to Thursday Happy Hour from 3-6 PM features wine, champagne and beers. The well-stocked display counters held a plethora of baked goods, drinks, syrups, mugs, coffees, French Presses, lotions and a cookbook.

Bastille Day falls in the middle of July and the risk in Southern California is that the weather will be like an oven. We were lucky to have moderate temps. The dining area is a comprehensively enclosed patio area with ample seating, parking in the rear less so. The mascot is a brilliant red ripple bonnet 2 CV stationed beside the building in a dedicated garden spot.

Our visit happened on a Sunday at a time when the enterprise was not slammed, all the better to appreciate the fare and company.



NWOC Spring Drive Tour

This year marked the 100th Anniversary of LeMans, and organizer Paul Melrose pulled out all the stops. After a walking start to the cars, we did a traditional though shorter road tour, with a pit stop in Black Diamond, then to Enumclaw for a VIP tour of the Thunderdome Car Museum. Afterwards lunch at Il Siciliano restaurant. Between 33 and 36 cars in attendance.

The Thunderdome Museum started as a place for private collector cars, but has grown enough over the years that it has a contemporary build-



Thunderdome Car Museum in Enumclaw

ing and now benefits the Epilepsy Foundation. The museum has rotating exhibits of all manner of autos and hot rods, trucks, motorcycles, and a driveable floor sweeper, which may not have been part of the exhibits.

Also on view was petroliana including a Sinclair dinosaur, all manner of automobilia, a display of diagnostic machines and shop space for work on the cars. On the weekend of our visit Kari's Korner held small FIATs 600, 500 and Nuova 500. A Bantam pickup and a BMW Isetta slide-window convertible rounded out the display.



Raid BC Part VIII

PCN Editorial Staff with thanks to Chris Adshead, Lincoln Sarmanian and A. Meyer; Images from Chris Adshead and Bibliopticus Alanskii

Wednesday, August 29, 1990

We depart Craig's On The Sea in Parksville to traverse the spine of the island on the Alberni Highway BC-4. Our destination is Tofino, at the end of a peninsula bordered by Browning Passage on the northeast and the Templar Channel to the southwest. The surrounding islands and geography did nothing to moderate the rain.

On our transit over the spine of the island, we pass Cameron Lake, Port Alberni, Sproat Lake and Kennedy Lake. Cathedral Grove is in MacMillan Provincial Park at the west end of Cameron Lake. The trees lining the highway become alarmingly tall and thick, the Grove has old growth Douglas Firs circa 800 years old.

As the highway enters the Alberni Valley suburbia appears. In Port Alberni, the route makes a sudden right turn at Victoria Quay and changes from Johnston Road / Alberni Highway to River Road / Pacific Rim Highway. A small marina at Kitsuksis Creek connects to Alberni Inlet and thus to the Pacific Ocean. Crossing the Orange Bridge, which is silver, this phase of the route becomes narrower and more winding, with long stretches with no passing lanes or turnouts. Quirky names like Cats Ear Creek and Canoe Creek and Pogo Mountain start to appear. Near Kennedy Lake and Glover Creek the twisting road is carved into the looming hillside with a drop to the water on the opposite side and no shoulder. Log Dump Bridge and Thunderous Creek call up images of the timber industry.

As Pacific Rim Highway descends to flat, green topography, in the middle of seemingly nowhere there are only two choices: Left to Ucluelet or right to Tofino. We are on a peninsula of what seems like the only mostly flat land for kilometres. Flat enough to have an airport, YAZ Tofino - Long Beach Airport. One of those descriptive names used up and down the West Coast with two airports using the name. At last at Tofino we refuel at the Esso Long Beach Market.

Thursday, August 30, 1990

We venture 37 km (23 mi) to Ucluelet to visit the Canadian Princess, a converted former hydrological survey vessel moored since 1979. The prospect of proper meals at table beckoned. The town faces east towards Barkley Sound. The other side of the peninsula fronts the North Pacific Ocean with the next landfall the Kuril Islands in the rapidly dissolving USSR. Which would explain the weather; no rain shadow.

Friday, August 31, 1990

We travel 316 km (196.35 mi) to Victoria, BC. The single road necessarily means retracing our route to Nanaimo. Thence Highway 19 south to Vic-

toria, the Provincial Capitol of British Columbia. Nanaimo's quirks shown by names seen along the route like Jingle Pot Road, recalling the mining industry.

Thankfully Victoria City Centre preserves Edwardian and other buildings and structures like the Mungo Martin House. Passing the Legislative Assembly complex leads shortly to the Stena Line ferry offices and the blessed Laurel Point Inn. Typical of these Raids, the thought of a real bed and en suite bath was like a bit of heaven. We made our way to one of the Salons in the hotel for an end of Raid gathering.



Above, Below: Craig's On The Sea in Parksville.





Raid BC Part VIII

Saturday, September 1, 1990

Departure day. We are meant to embark at 1 PM on the Stena Line ferry to Pier 48 in downtown Seattle. The trip lasts five hours, and booking a cabin is an extra charge. We are mercifully spared the prospect of lining up for the US border crossing at Peace Arch or other locales on a summer weekend.

We have one last activity for Raid BC. The Raid gathers along the Dallas Road parking area on the seaward side of Beacon Hill Park. The notion that the entire group made it all the way to the end, with only a few early departures, speaks volumes about the organisation of the tour and the conscientious preparation of the participants.



Above: Reminder not to be a Litter Bug.



Above: Chris and Monika Adshead at Beacon Hill Park. Right and Below: Local Citroënistes joined us for this last Raid BC gathering.



Peter W. Mullin

January 14, 1941 - September 18, 2023



It is with a heavy heart that we share news that our founder Peter Mullin, a renowned businessman, car collector and philanthropist, passed away recently. In 2010, he built the Mullin Automotive Museum to share his love for the Art Deco movement by way of his collection of French automobiles and art pieces. He cherished seeing people from near and far admire and appreciate these rolling sculptures. Thank you for supporting his dream; his legacy will live on through this incredible collection.

-From the Mullin Museum



Citroën had been quite busy behind the scenes, working on engines and remodelling projects for the D range. The finishing touch for 1968 was to enclose and streamline the free-standing headlamps. Not merely modernizing the appearance, Citroën added swivelling auxiliary lamps. The idea was sold as a safety feature- but only on the top line Pallas and Prestige cars. "Turning" headlamps were optional on the ID 19, DS 19 and regular DS 21. This update followed the 5-bearing oversquare engines and mineral-based hydraulic fluid "LHM." The D range went from being "advanced" in 1966 to positively futuristic in only two years. The D model range appearance held like this until 1975.

The covered headlamps and the switch to green LHM mineral-based hydraulic fluid caused ominous problems for Citroën with US regulatory bodies. The following seven years would see nearly continuous back-and-forth arguments.

1968-69

The factory is abuzz with activity. An accord with Maserati, leads to the "DS Sport", the SM. Restructuring of the Citroën Berliet Panhard organization. Citroën-NSU partnership in Comotor, increased its capital to develop Wankel rotary engines. In Fall, 1968, Citroën signs an accord with TOTAL, marking the appearance of window decals reading, "Citroën préfère Total."

In October, 1968, Pierre Bercot and Giovanni Agnelli announce a cooperative venture between Citroën and FIAT to develop better cars in Europe.



Above: 1971 DS 21 Pallas. Chassis 4508394, engine 0571002790, purchased by the late Peter Mullin in 2015 in Europe.

The stainless bumper and "moustache" fresh air vent trim, remained to the end in 1975. The fussy new front license plate panel, was a sheet metal piece fitted between rubber bumper guards. The horn grille slots had the appearance of being bent even when new- not helped by constantly getting dented when cars settle while parked. **Below:** DS 21 Pallas brushed stainless C-pillar trim with gold "DS" lettering.



Citroën almost immediately begins marketing Autobianchi models in France, and the two firms begin development of the C 35 utility vehicles. The home market in France saw competition beginning rise to from the new Peugeot 504, and to a lesser extent from the Renault R 16. Reviewers had been remarking on the noise and vibration from the 5-bearing engines, especially the 21.

Technical evolution: D models were becoming more and more alike, with trim and interior options the only visible differences. A kaleidoscope of engine, carburetor, horsepower, transmission ratios, and price, distinguished the models. One would have to read the badge on the back to be sure which car it was. In the U.S. manual transmission cars were “Grande Route” and hydraulics “Aero Super.” In order to cause maximum confusion, initially the term “Citro-matic Air-Oil Suspension,” of course did not refer to the transmission.

- New sedan model DS 20, replaces DS 19, with 1985cc, 103 SAE hp.
 - DS 21 goes to 115 SAE hp.
 - ID 19 sedans, the 1985cc engine went up to 91 SAE hp.
- New ID 20 uses the 103 SAE hp engine, two barrel carburetor, and different gear ratios to achieve 167 km/h (104 mph). To further distinguish, or confuse, customers the ID 20 replaced the black plastic turn signal housings with stainless ones and embossed C-pillar trim like a DS. The ID 20 badging was in silver.
- Wagons available with hydraulic gear change; ID 19 FH and ID 21 FH.
 - Wagons, the ID 19 F used the 103 hp 1985cc engine, renamed ID 20 F.

The D models for U.S. import already had their own assembly line, but the work for federalization was becoming even more intense. U.S. cars were not permitted the directional headlamps under glass, and newer Federal Motor Vehicle Safety Standards required side marker lamps and reflectors, so Citroën had to engineer four more holes stamped in the fenders, and wiring for lamp assemblies.

1970

The 1970 D models began receiving electrophoretic rustproofing bath at the factory, which proved ineffective. Somewhat shocking is the idea that Europe received standard factory-installed safety belts in 1970, when they had been installed on North American models since at least 1966. Citroën R & D had not been still, introducing the Wankel rotary-engined M35 test fleet and of course the production DS Sport, now equipped with a Maserati V6 and completely new body by Robert Opron: the SM.

In Europe, the first fuel injection DS 21s were experiencing a fault with solder connections on the electronic side of the system. The DS 21 Injection received the French Motor Press Association Safety Award. Naturally at 184 km/h (114 mph) the D was one the safest cars in the world, albeit the steering a bit over-assisted at high speeds. One did pay for the higher performance, with extensive modifications of the D at the manufacturing level to accommodate the fuel injection installation.

Citroën by 1970 had to come up with a “universal” dash design. Safety rules required non-written icons for the controls and indicators. In production it made sense to consolidate the various versions of switches, lamps, knobs, and the dash assembly itself. This included the glove box, air vents, heating and defrosting ducts and distribution boxes. The biggest benefit was the availability on any D model of a tachometer. Commentators noted that the driver’s right hand tended to block the tachometer face. Many D model drivers seem to hold the wheel at 8 o’clock with just the left hand, arm resting on the armrest, albeit not the typical 10-and-2 as taught.



Above, Below: 1973 DS23 Prestige, chassis 00FE7063, engine 0673009678, purchased by the late Peter Mullin in 2015 in Europe. The Prestiges, finished by Henri Chapron, had the benefit of being discreet; the exterior looked like a Pallas while having the division and luxurious interior.



Below: Later production “Pallas” badge on the brushed stainless C-pillar.



Mullin Revisited Part XIV

Previously, indicator lamps had been scattered across the dash, these were grouped in one circular display which featured a central, blindingly bright red "STOP" lamp. Ergonomic examples were the green low beam and blue high beam indicators, placed so that the driver can see one or two separate points of light without taking their eyes from the road.

The radio and ashtray were centrally located. The heater and defroster controls changed to a molded plastic edifice, with internal illumination, under the dash. Ignition and steering column lock moved to the left, in the dash itself. The gear lever housing came in two versions, one for hydraulic shift, one for manual. Later this would be handy when the 5-speed manual and the fully automatic gearboxes were introduced. At first, the rear view mirror was attached to the dash with a curved stem, as in the past. The later mirror assembly was glued to the windshield glass.

The steering wheel and column continued with dark coverings. Later the steering wheel and column would be covered with molded foam material, which does not age well and is vulnerable to chunks falling out if damaged. A stylish but fussy Citroën logo badge on the steering wheel can also get lost.

1971

In 1971 the big news in Europe was the 5-speed manual gearbox, standard on DS models with manual gearchange. Pedal parking brake on all models. More fussing with the headlights; now quartz-iodine bulbs on all four optiques for the Pallas, Prestige and Cabriolet. The Prestige now received full Pallas trim standard, rather than optionally as before. The final factory-ordered Cabriolets were assembled in August, 1971, though customers could still order directly from Henri Chapron. D Breaks no longer had hydraulic shift available except for export markets or by special request. Three fuel injection Breaks were built. A vinyl roof option for the D sedans comprised three sections with visible seams down the length.

Citroën made standard equipment "dual anti-whiplash devices," which most viewers would call "headrests." The headrest cushions were quite soft and pliable, attached with snaps, adjustable for height. The support frame was chrome finished and attached to the sides of the seat on the outside of the upholstery.

At this point, with the introduction of the GS, Citroën finally had a legitimate full range of models for the domestic market, after 25 years. 2 CV, Dyane, Méhari, Ami 8, GS, D range, SM. Citroën trivia: every passenger car offered in 1971, including the M35, had inboard front brakes.

François Rollier headed Citroën S.A. and Raymond Ravenel ran Automobiles Citroën. Events in France and worldwide were taking shape which would affect Citroën and the D model line in just a few years. For the US market, new 5 Mile-Per-Hour bumper standards would come into effect shortly, which would be problematic for the D models and the SM.

1972

In Europe, the D model range was entering an exciting phase. The most visible change was the use of flush-fitting door handles with the attendant changes in hardware for the latches. The rear doors now had child safety locks. The steering wheel and upper column were covered in molded black foam material, glovebox lid lockable, brake wear indicator. Illumination for ignition lock, lighter, heater controls. For DS models, electric defrost for the rear window, air horns, Triplex windshield, leveling and swiveling headlamps standard. Swiveling headlamps still optional for the



Above: Steering wheel showing the dark grey molded foam covering used from 1972 on. The dash instrument furthest left shows the blindingly bright red "STOP" lamp, center dial is speedometer, right is tachometer. Radio mounted vertically against the firewall makes reading frequency difficult.



Below: DS Prestige interior division with retractable glass. Presumably the driver had to be hired to fit the car. Additional interior lamps contribute to the D model's reputation for lighting up like the sun inside.



Mullin Revisited Part XIV

D Spécial, D Super and Breaks, but brake and clutch pedals were revised for better position and better feel.

Factory air-conditioning was optional for the DS 21, notable by four small vents per side in the front bumper. Not visible were louvers opening into the front wheel wells to vent air from the condenser. The interior installation looked every bit like the 16-year-old afterthought that it was.

Transmissions: 5-speed manual offered for the DS 21M and D Super. The DS 21 could have a new Borg-Warner 3-speed full automatic. The English-built transmission offered six positions: P, R, N, D, 2, 1 with a selector lever behind the steering wheel. D for all driving speeds, 2 for use below 130 km/h (80 mph) and 1 below 50 km/h (31 mph). The DS 21 Automatique achieved 170 km/h (105 mph) carbureted, and 180 km/h (111 mph) with fuel injection. The longevity of the Borg-Warner units tended to expire at 62,000 miles (100,000 km), while consuming mass quantities of fuel. The transmissions would have been interesting for the USA, except that the 5-speed manual and the Borg-Warner automatic were not offered in the US market.

A bitter irony is that -misguided or not- implementation of US federally-mandated 5 Mile-Per-Hour bumper standards was imminent, intended to contain repair costs, rather than increase safety. Citroën's hydropneumatic models would also have an issue complying with the bumper height requirements due to the nature of height-adjustable suspension and settling when parked. To salt the wound, new emissions rules would call for catalytic converters in another year or two.

Citroën was busily working on a new model, the "Project L" which was meant to have a Comotor Wankel rotary engine. Construction of a new factory at Aulnay-sous-Bois began on November 30, 1972 where D model production would eventually move, easing pressure on the Javel factory. Export sales figures for 1972 increased between 2% and 140% in European and British markets. In the US, for example in the state of California, sales of all models increased... ..from 208 cars in 1971 to 373 for 1972.

1973

The D model range received revisions even as talk turned to the successor model, the "Project L." Citroën's crossword puzzle of model designations, engines, horsepower figures, trim fitments and four transmissions became even more Byzantine.

The big news was the DS 23 at 2347cc (93.5 x 85.5) for the top of the range. Now a 13 CV, the powerplant made 115 hp DIN at 5,500 rpm with a carburetor, and went clear up to 130 hp DIN at 5,250 rpm with injection. This brought the D up to 188 km/h (116.8 mph). Added displacement reached the bore limits of the D cylinder head, though the crankcase later would handle 168 hp in the CX, not bad for a pushrod design. The 23 engines could be joined with three transmissions, 5-speed manual, 4-speed hydraulic (Citromatic), Borg-Warner 3-speed full automatic.

Once again reviewers loved more engine in the D. It was more flexible, less prone to mid-range resonance and quieter overall. Writers felt the hydraulic 4-speed worked notably better, the added torque making a 5th gear unnecessary. Michelin XAS tires 185 x 380 on all four wheels.

The 2175cc, (90 x 85.5), 12 CV engine went into a newly-created mid-line model, D Super 5, the "5" denoting 5-speed gearbox. Of course, for legal purposes it was still a DS 21 M. Ribbed B- and C-pillar trim, stainless turn signal housings, small hubcaps, 180 x 380 tires all around.

The D Spécial went up to 99 hp DIN in line with the other 1985cc (86 x 85.5) 11 CV models. The D Super received higher equipment levels with standard power steering, heated rear window, chromed interior door handles and window cranks. Suddenly, the station wagon models were now all derivatives of the DS: the ID 20 FF was now simply "DS 20" and the DS 23 FF was "DS 23." All models had handsome new rectangular model designation badges at the rear. Citroën listed generalized consumption figures for their range of engines: 1985cc DSpécial, 10.5 l/100 km (22.4 mpg), DSuper, 9.9l (23.75 mpg), 2175cc 10.7l (21.98 mpg), 2347cc, 10.7l (21.98 mpg) with manual transmission, 2347cc fuel injection, 11.6l (20.27 mpg) with manual transmission. These mileage figures would soon take on ominous importance.

A new Blaupunkt radio system could fit into a housing at the base of the bulkhead, leaving the standard slot in the dash free for some reason, probably to hold a box of cigarettes. The seatbelt system was called overly difficult to adjust, as it had been for years. A quip was "These seatbelts are approved, so it's illegal for you to die." Citroën won the "Manufacturer's Cup" the fourth year in a row in the Morocco Rallye, when DS 23s came in Second, Third and Fourth.

April 16, 1973, the first D model rolled off the assembly line at Citroën's new factory at Aulnay-sous-Bois, which had been under construction for over four months. Production of D models was meant to be moved away from Javel, and Aulnay reached 60 cars per day by September, 1973.



Above, Below: Well finished DS Prestige appointments including two ashtrays, clock, switches for electric rear windows and center division glass. Bar compartment has room for an ice bucket, two decanters and several short glasses.



Mullin Revisited Part XIV

A whirlwind was beginning to swirl around Citroën in Paris. According to *Business Week*, the Citroën-FIAT partnership was collapsing due to, among other things, clashes between François Michelin and FIAT's Giovanni Agnelli. Agnelli wanted a GM of Europe, but Michelin wanted to boost Citroën's exclusivity and advanced projects like the Wankel rotary engine, for which Agnelli saw no use.

The whirlwind around Citroën and the wider industry sped up to a tornado in October, 1973. The Organization of Arab Petroleum Exporting Countries (OAPEC) arguably upset the world balance of power by cutting oil production and declaring an embargo against the United States and other industrialized nations. Oil prices quadrupled from US \$3 per barrel to \$12. This naturally changed driver behavior in the face of prices and the infamous odd-even rationing of sales based on vehicle license numbers.

The final indignity for the D model and potential successors in the US was development testing for catalytic converters to meet 1975 emissions standards. According to *Washington Science Trends*, cars had to run for 25,000 miles (40,234 km) but the catalysts melted after 10,000 miles (16,094 km). Citroën reported that they were spending the equivalent of US \$1200 per car sold on emissions control research, while the catalysts melted at low mileage. The D continued in Europe as usual.

1974

Citroën, having had several difficult years going back to 1968, saw a good year for 1973, as did the rest of the French auto industry. By dint of receiving aid from France's Treasury Ministry, a closer look at the situation revealed that though sales numbers were good, the firm had 37,000 unsold cars in inventory by Spring, 1974, double the normal amount. This recalled commentators saying that Citroën was making no money on the D and it would never be amortized. With the "L" project approaching, it was merely a matter of running out the clock for the D model range.

For 1974, DS 20 and 23 gained super-triplex windshield glass, the central layer being nearly double the thickness. This was optional on the other D models. The options list still concerned metallic paint, tinted glass, leather interior for the Pallas, cloth interior instead of vinyl for DS Spécial, directional headlamps for DS Spécial, vinyl roof covering, headrests, and radios.

In the 1974 World Cup Motor Rally, London to Munich via Kano, Nigeria, three Citroëns were in the top 10 places. In 10th place the team of Laurent / March driving a Citroën GS; 6th, Vanson / "Jacquy" in a DS 23; and winners Tubman / Welinski / Reddix in a DS 23, sponsored by TOTAL Australia and the *Sydney Sun*.

June 24, 1974, Michelin, Peugeot and Citroën announced what sounded like a complex, three-way consolidation of their car making interests. By December, Peugeot would take on overall management and Michelin would remain Citroën's majority stockholder for one year. François Rollier of Citroën would hand the reins to François Gautier, Chairman of Peugeot. Automobiles Citroën and Automobiles Peugeot were to be managed as separate companies, with a supervising council taking the place of a board of directors, and a three-person directorate taking the place of general management.

For Citroën, the six-person Supervising Council was an even split of François Gautier, Pierre Peugeot, and Paul Perrin from Peugeot and François Rollier, Georges Depré, and Jean-Claude Tournand of Citroën. Rollier was also co-manager of Michelin. More instructive was the three-person Directorate of Citroën, Chair George Taylor and Jacques Lombard were from Peugeot, and Raymond Ravenel was from Citroën, two to one. Throw into the mix a reported one billion franc, 15-year loan at 9.75 % from the Fond de Développement Économique et Social at the direction of the French government, to demonstrate how high the stakes were for everyone.

September 1st, 1974, "Project L", the CX, was introduced to the public. The CX 2000 with a 1985cc, 102hp engine, the CX 2200 with a 2175cc, 112hp unit. Sounds familiar... and no mention of the Wankel rotary engine.

1975

September, 1974, the only new D features were standard 4-way flashers and optional inertia reel seat belts- took long enough. Citroën could not settle on a label or location for the flasher switch, a rectangular pushbutton just like all the others on the dash. Sometimes labelled "HAZ," sometimes "G1" with a smaller label on the dash surface reading "Hazard."

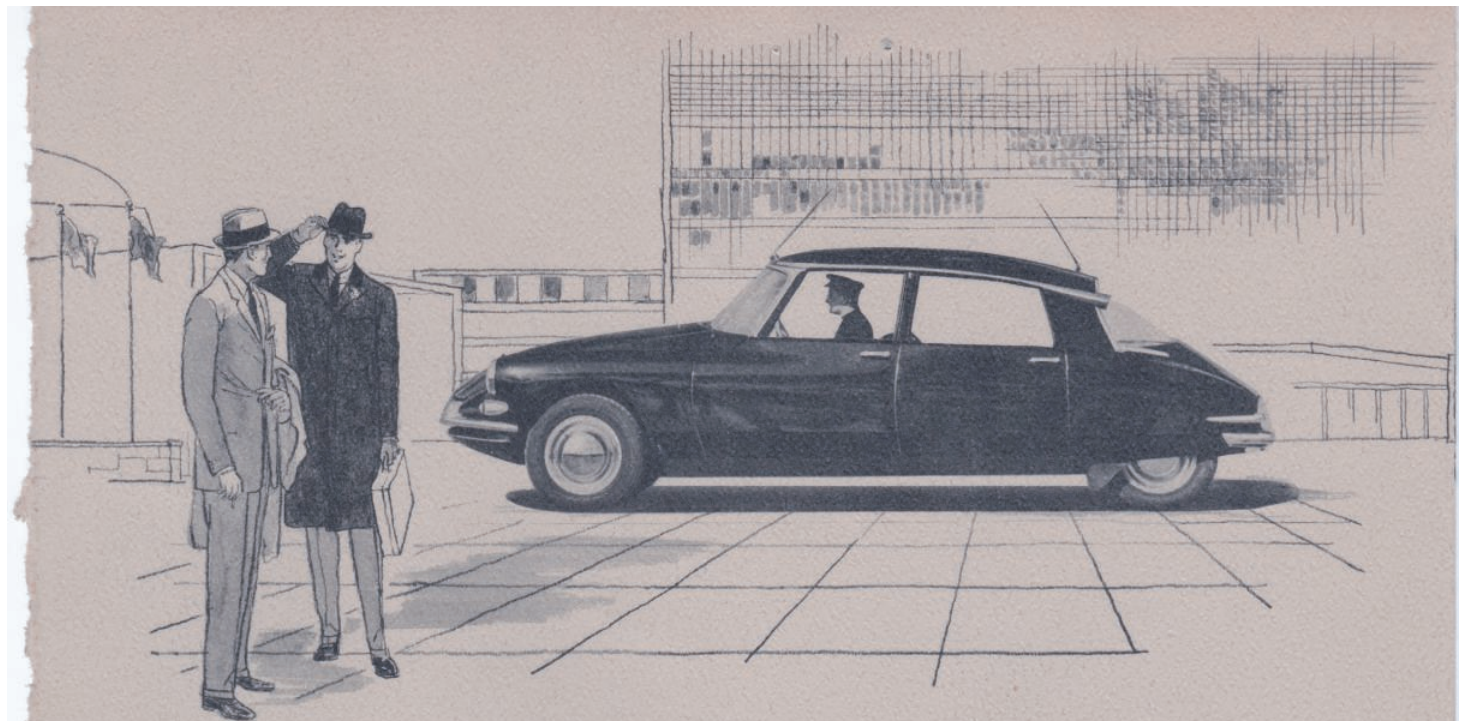
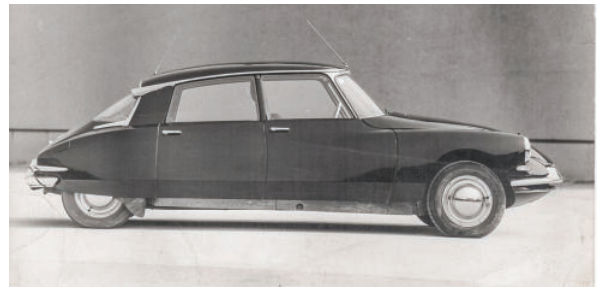
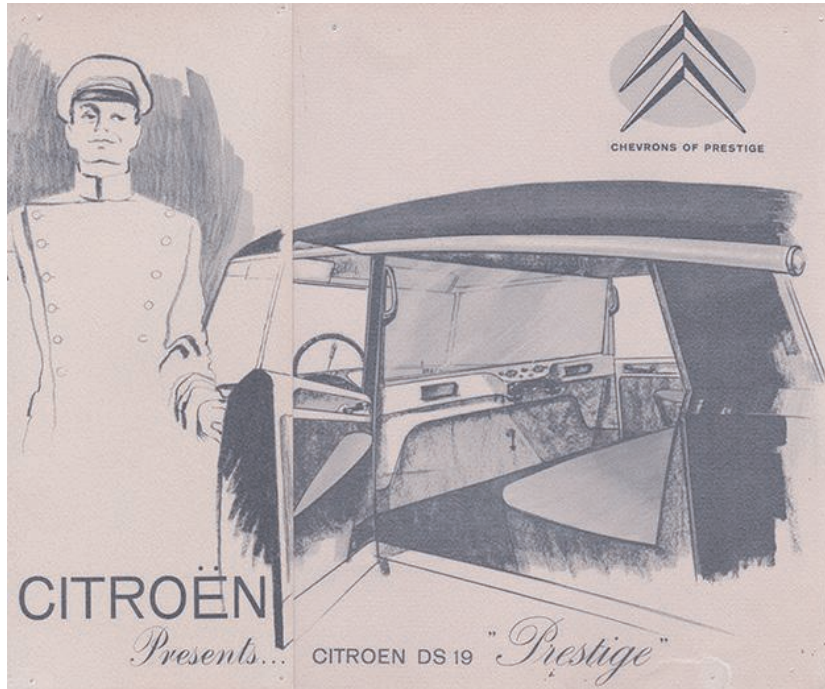
Colors and other optional equipment remained the same. The DS 23 was now only offered as Pallas or Prestige, carburetor or Injection. The Familiale 23 ended at this time. January, 1975, The DS Super 5 (2175cc) is stopped.

April 24, 1975, the last D sedan is produced at Javel, famously presented with the figure "1,330,755th DS." That figure did not take into account D models built in other locations, primarily in Belgium, which brought the total up to 1,455,746. The CX Break was not yet on the market, so the D 20 Break continued, reportedly in a small series of 75 cars until September, 1975. Citroën has not officially published the final production figures for the D range.



Above: DS Prestige rear compartment with reading lamps, headrests and vanity mirrors in the quarter panels. **Below:** clock, lighter, and controls for the rear passengers seen between the seats. Comprehensive speakers and climate control in this example.





Finished in gleaming ebony-black, the "Prestige" is the fitting successor to the renowned Citroën "15"—for years the favourite of diplomats, statesmen and sophisticated cosmopolitan people everywhere.

The "Prestige" driver's compartment is handsomely finished in black genuine leather. The fully carpeted rear of the car is fitted with luxurious nylon upholstery and foam rubber seats. A wide folding center armrest is standard equipment.

A glass partition provides complete privacy between front and rear. It disappears completely for those occasions when you may wish to drive yourself.

Every evidence of the coach-builders art surrounds you from the moment you enter. A handsome electric clock graces the genuine leather moulding under the division along with a cigarette lighter, radio controls*, inter-communication system*, ash-trays etc. A most comprehensive heating, defrosting and fresh air-circulation system is standard.

For the busy executive, the Citroën DS 19 "Prestige" becomes literally an office on wheels; provision is made for the installation of a telephone if desired. The glide of the Air-Oil Suspension enables effortless reading or note-taking at any speeds.

*Optional

WANTED

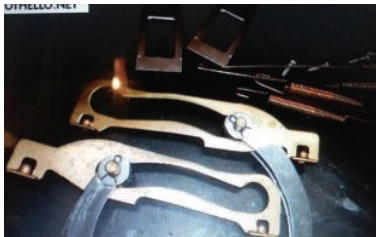
I need the underpan for third nose DS and other parts depicted in pics above. May need other parts as well. I have five DS's here in western NC I work on and two of my own so I am always looking for used parts.

Could you please pass this along to some of your other club members as well that may have parts.

Rob Murdock, M&R Restoration, Waynesville, NC
murdockjazz@gmail.com
(828) 506-5353



I only need the Pallas door check curved hinged components and not the entire assembly. I am converting an ID to a Pallas trim car. I need two sets for two cars. Also will need more parts. I suppose there are more rusty parts cars up there than down here in mountains of western NC.



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Citroën Car Club Logo



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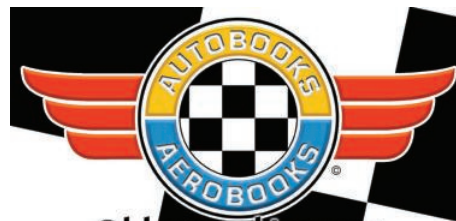
T-Shirt Tan, Logo on Front \$10
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On Back "Will Work For Parts"



Rendezvous 2023 Shirt \$15.



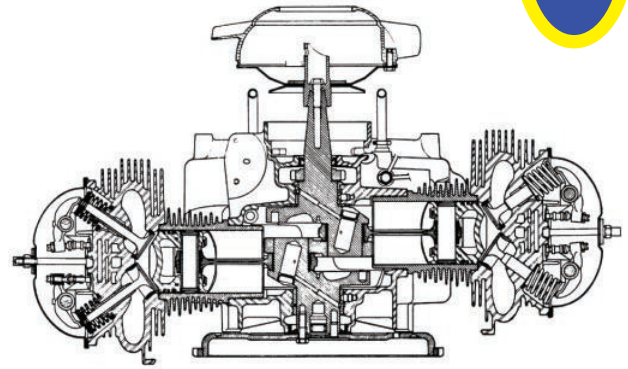
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Brad Nauss Auto	Pennsylvania	Traction Avant and DS parts	bradnaussauto.com
Chris Dubuque	Seattle, WA	Rebuilt D pumps, steering, spheres; new parts	cddubuque@earthlink.net
Citroën Classics of America	San Diego, CA	Parts and repair: all Citroën	citroen-CA.com
Classic Motorcars International (Erik de Widt)	Mt. Airy, MD	2 CV imports and sales	erikdewidt.com
Coker Tire	Tennessee, USA	Michelin tires: vintage and all Citroën sizes	cokertire.com
Dave Burnham's Citroën Repair & Restoration	Delanson, NY	Repair and parts	518 875 6956
FPS West (Kenji Yoshino)	Seattle, WA	2CV parts: large inventory	2cvsource.com
Garage Longueville (Lon Price)	Santa Cruz, CA	Service and repair, all Citroën models	831 476 8395
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Mark Lally	Seattle, WA	CX help	marklally1@yahoo.com
MARRS, Inc. (Jean-François Martin)	Santa Clarita, CA	DS, SM, 2CV, Traction, GS, CX	marrsautomotive.com
Metric Motion (Garret Van Hylckama)	Flagstaff, AZ	Citroën Service	928 774 7693
Summit Insurance Advisors (Barry Singer)	Scottsdale, AZ	Property & Casualty Insurance for classics, AZ and CA	www.summitinsuranceaz.com
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Andre Pol	Netherlands	Parts: all models	citroen-andre.com
Chevronic Centre Ltd.	UK	GS, GSA, Ami Super (mechanicals)	chevronics.co.uk
Citroën Classics	UK	D Model parts	www.citroenclassics.co.uk
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Méhari Club Cassis	Cassis, France	Méhari, 2 CV parts; reconditioned Méhara	mehariclub.com
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Events are held semi-monthly, or more often, throughout Southern California. The club shares hosting of the West Coast Rendezvous with the San Francisco club, alternating years.

Annual membership is \$20.

Please address any questions, address changes, ideas or suggestions to:

club@citroencarclub.us

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Next Issue: The Ami Legacy

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