



# NEWS

## 93

Winter 2025

Electronic Edition

Pacific Citroën News 93 Winter 2025



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Dates(s)		Location	2025 Event Information
			<i>Due to changing global conditions please consult the event venues or organizers before attending.</i>
<b>Feb 16 Sun</b> 1-4 PM	<b>WA</b>	<b>Seattle</b>	<b>NWCOC Winter Potluck</b> at Little Hammers Shop, 3431 - 16th Ave West, Seattle from 1:00 PM – 4:00 PM. Please RSVP: (respond to the club's email: <a href="mailto:NWCOC@earthlink.net">NWCOC@earthlink.net</a> ) The event will be a potluck, so we request that you bring something to eat or drink. There are no kitchen facilities at the shop, but we will have a food table with electrical power, so a crock pot or a small heated device will be possible. The club will provide silverware, plates, cups, etc. The shop is heated, somewhat marginally, so we suggest wearing warm clothes if it is a cold day. The shop has lots of dirty projects in active work, so don't wear light colored or expensive clothing. Kids are welcome, but will need to be monitored since there are plenty of tools, sharp objects, heavy items, dirty items, and chemicals. Silent Auction: There will be some items available for a silent auction that have been donated to the club. Little Hammers is located near the south tip of the Ballard Bridge in Seattle at the address shown above. There is some street parking on the east side of the building and more on the west side, on Thorndyke Avenue West.
<b>Aug 24 Sun</b>	<b>WA</b>	<b>Seattle</b>	<b>Cit Chat BBQ at 2CVsRus.</b> Potluck and BBQ with Silent Auction. One of the biggest events of the year.
Jul 29 - Aug 3*	SLO	Postojna	25th International Meeting of 2CV Friends 2025. Info: <a href="https://2cv2025.si">https://2cv2025.si</a> We are delighted to announce that we have secured an excellent new location for this year's World Meeting - Postojna, a town just 25 km from the original location in Vipava. For those who may not be aware, the meeting could not take place in Vipava due to environmental restrictions, as it falls within the EU Natura 2000 protected area. Postojna offers many of the same amenities, including shops, gas stations, a health center, and a pharmacy. With a population of 10,000, it's a slightly larger town and is conveniently located just 50 km from Slovenia's capital, Ljubljana. One of Postojna's highlights is the breathtaking Postojna Cave - renowned as one of the world's most captivating natural wonders. We understand that this change may be inconvenient, especially for those who have already booked accommodations in Vipava. However, Postojna offers ample lodging options, and we are confident you'll find suitable accommodations without any difficulty. See: <a href="https://visit-postojna.si/en/where-to-stay/">https://visit-postojna.si/en/where-to-stay/</a> We'd like to take this opportunity to thank you all for your patience and continuous support during this process. Your understanding means the world to us. If you have any questions or concerns, please don't hesitate to reach out - we're here to help. For further details, please visit our website, <a href="https://2cv2025.si">https://2cv2025.si</a> We look forward to welcoming you in Slovenia! Warm regards, The 2CV Slovenia Team
			* Indicates event not sponsored by CCC-NWCOC-CAC

## Letters

We kindly request your assistance in sharing the 30th edition of Apua-Help 2025–2026 with your members by publishing the announcement on your website and sharing it on social media. The English text is provided below, and the PDF file includes the announcement in English, German, French, Spanish, and Swedish.

Link to PDF:

<https://2cv.us13.list-manage.com/track/click?u=7fe1bf4d9491d37ce286c90ef&id=6d9861f0b9&e=10a071ce51>

Thank you for supporting the 2CV spirit! If you have any questions, need further information, or require a translation into your language, please don't hesitate to contact us.

Best regards, The Finnish 2CV Guild Apua-Help Team  
[apuahelp@2cv.fi](mailto:apuahelp@2cv.fi)



<https://www.youtube.com/watch?v=Yngh1YBkA1Q>

**Above:** German language 1966 DS 21 road test. Very interesting camera work. Let's see a Mercedes 200 (W110) Heckflosse pull this off.

*From: Mark Widner*

Just writing to let you know that I put my 1961 2CV on display at the Chattanooga Motorcar Festival on October 11-13. I entered it into the Car Club Gathering portion of the event and mentioned that I am a member of the Citroën Car Club. I am fairly certain I was the only car on display from the club. But just wanted to let you know of the representation out east.



# Conservatoire Citroën Closed

By Etienne Raynaud, Images from Rémi Dargegen via Classic Driver



23 years after its opening in Aulnay-sous-Bois near Paris, the Citroën Conservatoire has closed its doors forever. We had the privilege of wandering through the aisles of the old industrial building, so closely linked to the history of the brand, for one last time.

If you had known the Citroën factory in Aulnay-sous-Bois before it closed down in 2021, you would not recognize it today. The whole site has been transformed into a logistics and service platform and only one building – once part of the giant factory – has survived to this day. It had become the brand's sanctuary, housing 280 historic Citroëns. Now it is about to follow the same destiny of being dismantled, leaving no trace of history behind.

Now Xavier Crespín, who used to be the managing director of l'Aventure Peugeot Citroën DS, and Denis Huile, the Heritage Manager of Citroën, have invited us for a last visit of their holy halls. Entering this austere and silent building for one last time was an experience full of emotions. It was a real journey through time, allowing us to rediscover the company's icons once more: the Traction Avant, the 2CV and, of course, the DS, among plenty of other cars including the Visa, AX, CX and the more confidential SM. The alleys were filled with rare treats: limited-edition cars, export-only versions or cars fully prepared for racing. The gigantic and quiet showroom also housed an entire library of plaster models of futuristic concept cars created in the 1960s – another testament to the sheer creativity of the double-chevron brand. We even sat on the very same bench that the Aulnay workers used to perch on during their breaks.

The farewell tour was all the more moving as it plunged us into different eras in which Citroën played a major role in European culture. The cars were synonymous with the first paid holidays, the Tractions used by the Resistance during the War, the austere family cars of the French working class, the CX and SM associated with speed when it became fashionable to drive fast, the 1980s ingenious city cars launched before a new generation of greener cars, not forgetting specific Citroën sedans designed for the Chinese market when globalization became en vogue.

As Xavier Crespín explained us, the Conservatoire was born in a turbulent context: "It was created in 1982 by Pierre Peugeot. At the time, the PSA Group was in bad shape and under threat of nationalization. In order to protect the group's heritage on a long-term basis, Pierre Peugeot created l'Aventure Peugeot. In 1988, the Peugeot 205 saved the group economically and Peugeot created its own museum in Sochaux. L'Aventure Citroën, housed within the same organisation, always had its home in Aulnay-Sous-Bois." Under Xavier Crespín's leadership, l'Aventure had 55 employees and 40 permanent volunteers working in three historical locations: Sochaux, Aulnay and Poissy near Paris. L'Aventure was also in charge of eight kilometers of archives and 2,000 square metres of storage for spare parts.

Far from being confined to a static exhibition space, l'Aventure had developed a number of activities, including the online sale of spare parts with 18,000 references for Peugeot and Citroën models, as well as Simca and Panhard cars. Xavier Crespín, who has led this digital transformation, explains: "The parts come from three channels: existing labelled parts that we have in stock in our factory or dealership, batches from retailers or private individuals and, finally, parts that we refabricate using 3D, plastics or metallurgy techniques." 60 percent of the car maintenance and restoration workshops, which are essential for maintaining such a collection, were dedicated to external customers and 40 percent to maintaining the Conservatoire's own cars.

What struck us when we visited Aulnay was the excellent condition of the cars. "We make no compromises by using original parts and respecting period materials", says Xavier. Naturally, some of the concept cars are full of obsolete IT equipment and have no instructions for use, which present unprecedented difficulties. "It is by far more difficult to open a bubble to gain access to the cockpit of a concept car than to restart a prewar car". No doubt that with 620 Citroëns in the collection – 280 of which were on display at Aulnay – and a further 580 Peugeots, the management of such a heritage is full of challenges.

Some cars have quite interesting stories, such as the Citroën Ami 6 donated by the widow of an enthusiast who had purchased the car when new and driven it all his life. Not far from a brand new C15, we spotted the exclusive 2CV Hermès with its superb canvas and leather interior. More original still, the DS RHD produced in Slough parked next to the DS 'de la paye', which houses a safe in the back that held the workers' pay cheques. But Citroën was not only a part of everyday life in France, the brand has also been synonymous with exotic adventures: so we marvel at the display of cars which have traveled the world – from the ZXs of the Dakar Rally to the 2CVs of the raids across Africa and Asia. Casually parked next to them is the limited edition Citroën 2CV 007, produced as a tribute to the star of the James Bond movie 'For your eyes only'.

Although l'Aventure Peugeot Citroën DS had ambition to promote the Aulnay site, it could not be preserved. The building belongs to the Ile de France region which has other plans today and is once again turning its back on its rich automotive past. So what does the future hold for this unique car collection? "There are plans to give access to the extraordinary cars from the Conservatoire to a much wider public," explains Loïc de la Roche, managing director of l'Aventure, who now has the destiny of the collection in his hands. This new museum is not expected to open for at least three or four years, and the location is yet to be revealed. In the meantime, all the cars are due to be moved to a safe place. This last visit to Aulnay was filled with gravity, nostalgia and respect. This silent and quite austere place was a unique testimony of the brand's industrial history. All we can hope for now is that this unique car collection will be back to life in a new site soon.





# NWCOC Winter Potluck

PCN Editorial Staff, Images from Bibliopliucs Alanskii

For the first time in many years, the club chose a new venue for the Winter Potluck. We went to Little Hammers Shop, on 16th Ave West near the south tip of the Ballard Bridge in Seattle. Formerly Chris Middleton's. Parking both in front and behind the building proved sufficient on the weekend.

Like all of our potlucks, the members came through with a cornucopia of potluck items, enough to overflow the food tables. Since Little Hammers has no kitchen facilities, everyone adapted by bringing electric crock pots or items which do not require cook time.

As expected of March weather, it was chilly, and the shop has limited heating in a large airspace. But we did not mind wearing sweaters and other cozy clothing, being distracted by the food, drink, company and conversation.

Of interest was the shop itself- unlike a museum or private car collection, this is a daily, working shop. So there were a lot of tools and equipment about, and projects in progress by several vendors. Which meant that the roped off areas were carefully monitored due to sharp objects and automotive liquids. The professionals had been diligent about keeping the floor clean.

Though we had planned a small Silent Auction, the dearth of table space led us to call it off this time. All the better to hold more food.

This potluck event does not disappoint, and we appreciate the work done by Chris Dubuque, Robert May, and the other vendors who collaborated to make space in the shop for our event.

It went so well that we are doing it again - on Sunday February 16, 2025! Please see the Calendar listing on page 2.









# Paul Magès

PCN Editorial Staff, Images from Bibliopliucs Alanskii, Citroën, R. Brioult



Roger Brioult, left, Paul Magès, right.

A French journalist named Roger Brioult interviewed all of the important players from the heyday of Citroën - from the era of the Traction Avant to that of the CX. These interviews are contained in Roger Brioult's book, *Citroën, L'histoire et Les Secrets de Son Bureau d'Études*. The following is a (translated) summary of selected parts of the chapter in Roger Brioult's book on Paul Magès:

Paul Magès was quite simply The Father of all Citroën hydraulics. This was the only sentence to describe such a character!

Paul Magès was born in Savoie Aussois on March 9, 1908 to a father from Hérault and a mother from Ardèche. At the beginning of 1925, at 17 years old, he was to be found in a school in Aix-en-Provence that specialized in Arts and Crafts. His father was a master gunsmith and was known as, The Genius of Versailles. Paul entered the Jules Ferry school and quite quickly ranked first in drawing, geometry, and in the workshop because he was very skilled with his hands, even from childhood. He knew how to do everything! On the other hand, he was not very attracted to mathematics and not very strong in spelling. To draw something new, he had to be satisfied that it could be manufactured. But the Magès family was hardly wealthy and a boy of 17 years was expected to earn a living (there were no social assistance programs at that time). He looked for work and wrote two letters, one to Avions Louis Bréguet and the other to Citroën. It was Citroën that responded first. He interviewed and was hired at Citroën on August 21, 1925 - he was just 17 1/2 years old. He was initially placed in a group called, Methods and Organization to deal with machinery and other equipment.

A few years later, Citroën made the decision to place him with M. Hermet, the head of the Super Control group that performed testing at Quai de Javel. The leader of testing was M. Vincent, an elder employee from the time of André Citroën. But he was forced to retire overnight as Paul Magès was brought in to replace him.

## The Birth of High-Pressure Hydraulics

I worked on the brakes on the "TUB" (the predecessor of the H-Van). In particular, I was working on the distribution of braking. The TUB (and H) had a relatively heavy engine cantilevered over the front and an ultra-light rear end. The rear wheels therefore tended to lock-up very easily when braking. It made me wonder what I could do to improve braking. At the time we had trucks fitted with Bendix hydraulic brakes. Like all the brakes of this type, the adjustment was very delicate. They had to be readjusted often or certain wheels would lock-up, causing the vehicle to skid and lose control. This was in 1939. Despite our efforts, we did not have braking that worked well when the vehicle was both unladen and laden. I was struggling to find a solution to this problem. I wrote reports for M. Pompon (the head of the laboratory), to M. Simonnetti (the head of control), to M. Hermet, to M. Saint-Maurice (from the design office), and to M. Blondel

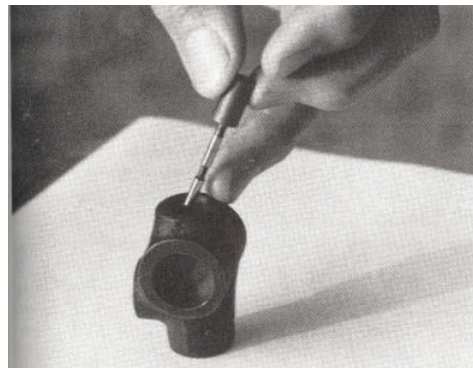


Above: Citroën TUB at the ICCCR in Clermont Ferrand, 1995.

(who was a quality engineer). I performed a study to establish load distributions in relation to adhesion with the ground. This is because in some cases, we had a preponderance of weight either on the front wheels or on the rear wheels, depending on how the truck was loaded. I offered modification proposals, but I was still looking still in 1941-42 to distribute the braking better, on all wheels and in all conditions. I drew a conclusion that perfect bleeding of the system and perfect adjustment of the shoe eccentrics was essential. But these were not enough to solve the braking problems on the TUB.

The first prototype pressure distributor was mounted in 1942 on a TUB 7 truck. I added a large lever controlled by the suspension that decreased or increased the pressure of braking on the rear axle according to the load of the vehicle. This device did not transmit effort, it was rather a pressure distributor which was controlled by the rear suspension. It was more sophisticated than simple brake limiters widely used at the time. The control of this device was complex and had poor performance due to parasitic friction. But this was my first approach to the problem. After thinking it over, I came to the following conclusion: To achieve the desired result, there was no other choice than to use high pressure hydraulics. It was then that I thought of a much more elaborate device. We can say that all of Citroën's hydraulics evolved from this specific study. We started with a small pump of 1 cm<sup>3</sup> capacity.

M. Meignan and I were lucky since the foreman from Central Tooling was interested in the problem of grinding a bore of 3 mm, which was very difficult to achieve. Subsequently, we managed to realize slide-valves on the order of 4 mm in diameter. It was with this device that I first learned how to do braking tests using high pressure hydraulics. I had made a device with a lever that had a pad which was pressed to manage the pressure distribution to the brakes. I was using hydraulic tube fittings of the Lock-veed-type which were not suitable because, when we are dealing with very small diametral clearances, if we exert a force tightening the fitting, the microns disappear very easily inside the valve, causing piston jams, etc. This is where we came to use tube seals made of rubber.



I said to myself that braking had to be proportional to not only the force exerted on the brake pedal, but also the brake pedal stroke. I decided that pushing on the slide-valve through an intermediate spring exerted the force with the addition of adding some pedal stroke. To further improve the design, we performed tests on which we moved the support base to find the place where it had the best sensitivity.

The first vehicle that was equipped with this high-pressure braking was a prototype H-Van. We mounted a wooden board on the wheel arch, on which was fixed a starter motor that was driving a Messier aviation pump. There was a pressure switch that we had manufactured with a bent tube (a Bourdon tube pressure switch). For a reminder, such a pressure switch was used for a long time on the DS to indicate a drop in pressure in the accumulator. So, it was this pressure switch that started the starter motor when the pressure was getting low in the accumulator. As a brake pedal, we had a piece of a steering rack rubber accordion boot fixed on a sheet metal base. In the center there was a sliding rod, on which a rubber pad was mounted. We used an ignition vacuum advance capsule with a return that put the piston in the closed position. When we pressed the pedal, we created air compression which acted on the valve's piston. It was extremely soft and easy. At the same time, the little slide-valve, having practically no friction, moved freely. The vehicle was therefore braked with a suitable pedal stroke. In addition, the test vehicle was equipped with a power assisted steering, which M. Pierre Boulanger had personally tried.

With André Lefèbvre, we performed braking tests in the Gorges du Verdon. He was driving an 11CV (he was always driving very quickly in those days). We had difficulty following him, especially while turning, because straight lines did not interest him at all.

So, toward the bottom of the descent, I pushed on the brakes of the H-Van test vehicle and.....nothing happened! I managed to take the next turn and then, after having tried everything (downshifting, handbrake ... nothing was working) the car finally stopped. Truly heaven was with me! Here is what had happened - the pressure accumulator was very big so it offered plenty of reserve braking, but there was a pipe rupture! This particular rupture could have occurred at any time, not necessarily during braking. But I had no more brake pressure available. And I stopped anyway. Why? Well, because chance had it that during our driving tests, the brake pads remained in contact with the drums long enough such that the brakes had overheated. We had to wait for a time for the brakes to cool down and finally when we dismantled them, we found that the springs were cooked and the brake shoes were falling into dust, so, there was a self-locking action from the debris getting jammed in the brake drums. I had extraordinary luck because when it happened, many things which had no reason to happen, happened at the right time for me.

I then mounted the same braking system on an 11CV Traction Avant. It is obvious that to use fully powered brakes of this kind was quite revolutionary in the industry and it entailed risks that I could not accept. I personally



Above: Citroën Véhicule H 1200 kg under development in 1946.

drove a very long time with the car so equipped, but I drove alone, trying to put only myself in these difficult situations. I never had a problem. But I said to myself, there may be a day when something will fail, and like all technicians, I had some doubts. But at the same time, I also said to myself, why wait? If my brakes were installed in production, it would surely save human lives! We therefore put several cars in tests, first at the design office. I started by putting one of my collaborators on the road, but in the evening, I waited for him. I did not leave before his return and I can tell you that I was very worried until he came home. Subsequently, other cars belonging to the central laboratory were also put on the road with my high-pressure brake system installed. There were four of them driving, including on the Monthéry road circuit. But I have never been happier than the day when a test driver (M. Tudoux) came to see me at the design office to say that my brakes had saved the lives of two kids. He was coming back from doing tests and two kids appeared in front of his car; their lives were saved by the very rapid reaction of my brakes. We therefore proved that we could have both soft braking and extremely powerful braking at the same time. But at the time I had to face many criticisms that my brake system was too powerful.

On this occasion, I wrote a paper titled, Reflections About Braking, which I was asked to produce soon afterwards for M. Sarre, after he tried, and did not like, one of the first power steering systems. I was obliged to point out to him that this steering was exactly at the same status as the braking. One is bound to feel a difference when going from one car to another. When we went from a Traction Avant in 1956 to a DS with power steering, there was necessarily a period of adaptation. But there had been a period of adaptation also for our clients who used to go from a C4 or a Rosalie to a new Traction Avant. Should we stay with the C4 technique? This was the root of the problem.

All this led me to think seriously that a hydraulic system might be suitable for all the controls of an automobile. Starting from my studies on brake pressure distributors and metering devices, I had a thought about a classic clutch - instead of gently releasing the pedal to engage, it could be released automatically. A calibrator could let the hydraulic fluid to flow from the hydraulic clutch control, just at the desired speed, to ensure a rapid and progressive clutch re-engagement. Soon after, using a truck belonging to the design office, I made an automatic clutch using a low-pressure controlled pump with the famous "38 mm piston" (used on several Citroën components and subsequently mounted in the hydraulic shift block of the DS). It worked very well. Once started, it was necessary to press a small pedal (replacing the clutch pedal). So, one had to shift the gear and release the small pedal - then the re-clutching was performed automatically. When we wanted to stop, the driver only had to brake, the disengagement was done automatically - the engine did not stall.

Going back to the beginning of the DS study, I said one day to M. Lefèbvre that I was going to operate the clutch with a small pressure distributor. He told me that I would not succeed - it is too sensitive. It was true, he was right, but with a corrector that correctly calculated the re-clutching speed, the re-engagement could correspond to what we would have done with our foot. André Lefèbvre told me that even though we succeeded with our brake distributor (it was perfect), for a clutch he doubted we could get there. Finally, I succeeded and showed him that we can automate a clutch command. As I already have said, I had tried it on a T45 truck on which I had used a gear pump and the famous 38 mm piston. This truck drove a very long time without any trouble. The favorable results observed on this truck led me to use this system on the DS.

The first hydraulically operated gearbox was tested was on a 15/6 Traction Avant. Pistons were mounted on the outside of the gearbox to select each gear. All of the equipment that would have been concentrated in the



## Paul Magès

hydraulic block was then independent. Each hole in the hydraulic block (and only God knows how many there were!) corresponded to a pipe. If we lifted the hood of the 15CV, which was subsequently fully equipped with hydraulics, light rays could not pass through! There was an incredible number of pipes all over the place. You would be frantic! It was M. Meignan who, after considerable work, had succeeded in bringing everything together in a compact block, and he did it relatively quickly.

We worked in the Asnières plant to perform very high manufacturing precision at low cost. For example, the suspension cylinder pistons were extruded - they came out from the machine to the exact dimension. I remember one day having one on my desk, a piston and a cylinder. I took the piston and engaged it in the cylinder and the piston descended very slowly. Halfway down, taking the piston between two fingers and spinning it like a top - it spun, pivoting on an air cushion; there was absolutely no defect in its form.

People have to little-by-little get used to the advantages they could benefit from when you introduce a sudden new improvement in safety or comfort. But it disrupts habits - it is almost unsaleable. I remember that, in my childhood, motorists did not want to hear about brakes on the front wheels - even for bikes! We will go over the handlebars they said. The twist grip for the throttle on motorcycles seemed a dangerous fashion to them with the jolts of the road - we have our hands moving on the handles so we accelerate or we slow down unintentionally! And then with a rotating handle you never know where you are, whereas with a joystick, you can see it clearly based on its position. Many people were surprised by power-assisted brakes, "we will brake too hard!" they said (but 3 days later they didn't think about it). Habits die hard.

### The Concerns of M. Magès: Bombs In The Car!

In April 1954, we presented a 15CV Hydropneumatic to the Service des Mines (UTAC). It had, apart from its special rear suspension, power steering and a typical mushroom brake pedal controlling a high-pressure system. The Service des Mines reacted with panic, "You can't carry bombs in your car!" Indeed, there were the spheres of the rear suspension and the pressure accumulator which were loaded under 170 bars. If there was an accident, the Department of Mines envisioned a sphere exploding like a shell and the car igniting because this sphere contained a pressurized oil (which was flammable) and air (which promotes combustion). It is from this day forward that we replaced the air with nitrogen (a neutral gas that prevents combustion and is less subject to leaking through the membranes/diaphragms).

### Joints

Speaking of sealing, we quickly abandoned our first O-rings for our DS hydraulic system. We tried out Dowty gaskets that they gave us for testing (they were molded from a block) and the results were amazing - no more leakage problems - at last! A massive order was placed for seals of this type. Misfortune! We noticed too late that the gaskets they supplied did not conform to those we had tested! It was a disaster! We understand why M. Bercot once said to one of his collaborators, "Never in my life would I want to relive the DS development period."

## The Opinion of The "Beau Monde"

One day in October 1955 André Lefèbvre asked me, in the middle of Paris, to take the wheel of a DS which had reached its final stage of development. We were accompanied by M. Cadiou and M. Prud'homme. A big black car followed the DS for a long time and then slowly overtook it. At the back of the car, which was driven by a chauffeur, a very proper lady with a veil of jewelry, gave us a smile while pointing to the DS while she held out a thumbs-up! It made all three of us very happy!

### Showing The Way to Others ... It's Expensive!

During his visits to M. Paul Magès, Roger Briault found him, one morning, a little disillusioned. Roger mentioned that he thought about everything they had mentioned the day before about the design office. Magès said to him, "...Often times, we made significant efforts to dramatically improve a particular function or the safety of an automobile. We all had certainty that motorists would appreciate these improvements. Not so! We used to say to ourselves, sometimes the public did not differentiate between cars - as long as it rolls - and they bought cars with archaic designs, dubious handling, disappointing and dangerous braking, and non-existent suspension! Only sporty bodywork seemed to matter...."

### Super Contrôle

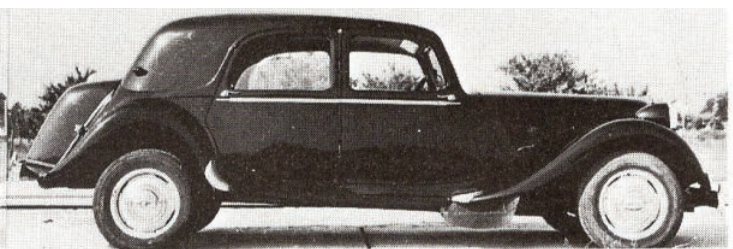
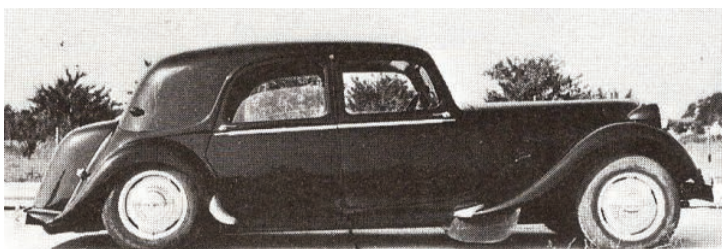
M. Clément entered the 'Super Contrôle' which was directed by M. Hermet. This group existed for a long time in the organization of the Michelin factory. The Super Contrôle (which I have never encountered an equivalent in any other automobile factory) had full powers. They ensured a link between the Design Office, the laboratory, manufacturing, and the whole company network. The Super Contrôle also wrote the "After Sales" technical documentation. It even had the right to stop the production line to make sure that a defect was corrected!

In fact, when M. Clément arrived, he discovered the DS19 at the same time as the public! He ended up with the team that M. Hermet composed, including M. Payan, M. Grosseau, M. Collin, and M. Malo (all engineers).

M. Clément was responsible for making the cars run again, by any means. At the time, the dealership network ignored the science of hydraulics. A broken-down DS suggested a host of problems and some dealers refused to touch them. Others went as far as to change the sign in front of their dealerships.

For a matter of secrecy, Citroën launched the DS onto the roads without preparing the mechanics and not even the factory's engineers. According to M. Lachaize, if the DS19 was released prematurely, it is because M. Pierre Boulanger was dead. He would never have let it be manufactured and sold with such insufficient development. But M. Pierre Bercot wanted the car released at all costs - he wanted it to come out under his reign. But perhaps he was right to rush it into production because the Traction-Avant was starting to age and its sales were taking a big hit. But....he certainly had no idea what trouble was coming.

**Below:** Citroën 15-SIX Hydropneumatic demonstrating both low and high suspension positions.





## Ten Years of Art And Elegance

- SM, a model enshrined in DS Automobiles heritage, returns in the form of a design study on show at Chantilly Arts & Elegance.
- SM TRIBUTE is a unique work created by DS DESIGN STUDIO PARIS to celebrate ten years of art and elegance.

A narrative between DS Automobiles and its community. We are working on the genes of our iconic models to fuel our research into the shape of future models that will come along at the end of the decade," confides Thierry Metroz, DS Automobiles Design Director. "What we're sharing, which dates from 2020, and our presence in Chantilly with SM TRIBUTE bear witness to this activity and our research on the subject." In the spring of 2020, DS Automobiles actually shared a series of sketches called #SM2020 on its social networks.

These drawings were the result of an internal creative competition between the designers of DS DESIGN STUDIO PARIS about a reinterpretation of the majestic SM introduced in 1970. "Our community sent us several strong messages during this sketch sharing," recalls Thierry Metroz. "The first was that it was very attached to the iconic models from our heritage. The second was that it didn't want the original design to be spoilt."

The DS DESIGN STUDIO PARIS team works regularly on the legacy of the historic DS and SM, through sketches that unleash their creativity and fuel their thinking. "We wanted to go further," says Thierry Metroz. "We want to nurture our legacy through our icons which are the DS and SM. We draw our commitment to avant-garde design from it." More than just a tribute, SM TRIBUTE celebrates ten years of art and elegance since the creation of DS Automobiles and its participation in the first Chantilly Arts & Elegance, while contributing to future-oriented research by DS DESIGN STUDIO PARIS.

A tribute to the SM and a very current design study The message conveyed by the DS Automobiles community has been listened to. The DS DESIGN STUDIO PARIS team worked as if SM had continued to develop over the past five decades.

The SM, born at the beginning of the 1970s, embodied the pinnacle of French automotive innovation. This grand tourer was a real concentration of technology. Its aerodynamic styling, designed by Robert Opron, was both elegant and avant-garde. Beneath the bonnet, a powerful V6 offered exceptional on-road performance. But what really made the SM a remarkable car was its hydropneumatic suspension, inherited from the DS, which gave it unrivalled driving comfort and exemplary road holding. The SM remains a cult model today, sought after by collectors around the world. Its unique blend of comfort, performance and innovation makes it a true automotive legend.

If the SM has made an impression, it is also thanks to its luxurious and meticulous interior. The high-quality materials, the precision build and the calculated ergonomics created an especially refined atmosphere inside. The dashboard, with its circular instruments and distinctive steering wheel, was both functional and aesthetic. The SM was also very well equipped for the time, including air conditioning and power-assisted steering. In addition to its dynamic character, the SM was a car capable of offering first-class comfort to its occupants.





Frédéric Soubirou, DS Automobiles Head of Exterior Design, says: “We were inspired by studying several SM models, including prototypes and the two presidential SMs. They had a striking trait, like a signature. They gave the impression of flying on the road, they were very aerial.”

This lightness, suggesting dynamism and efficiency, is reflected in the slender yet muscular silhouette of SM TRIBUTE. The direct relationship is characterised strongly with an iconic front end and a profile dominated by a long bonnet... “We added some very current symbols of our work to it,” continues Frédéric Soubirou.

The extended bi-tone look was worked around a reinterpretation of the Gold Leaf colour that was in the brochure in 1971, featuring a satin varnish worked with a handmade patina and combined with a specially coloured black. “We wanted to build bridges between different eras: the 1930s, when the prestigious French brands showcased two-tone bodywork in concours d’elegance, the automotive icon of the 1970s that is the SM and our current designs with finishes such as the extended bi-tone paint, seen on the DS AERO SPORT LOUNGE concept. This treatment has really become a hallmark of DS Automobiles designs,” says Vincent Lobry, Head of Colour, Materials and Finishes (CMF) Design at DS Automobiles.

The SM did not have an obvious upper grille, which was replaced by a very large glass section that revealed the headlamp modules and registration plate. Fifty years on, this glass section becomes a 3D screen that lights up to its middle, framed by a light signature made up of three modules on each side – as in the past – enhanced by eight diamond-tipped and vertical DRLs based on a triad shape meeting at a point like a ship’s bow. The profile retains the characteristic lines of the SM following the airflow from the front to the narrower rear. Behind two large windows, the rear quarter panel is cut in half and goes on to make the rear part float in an S shape. Naturally, the rear wheels are partially faired with removable parts. While the iconic proportions of the SM are maintained with a length at 4.94 m (+ 3 cm) and height at 1.34 m (+ 2 cm), SM TRIBUTE gains primarily in muscularity and presence with a 1.98 m width (+ 14 cm). In search of efficiency, ground clearance changes to 12 centimetres (-3.5 cm). SM TRIBUTE sits on large 22-inch wheels embellished with aerodynamic inserts.

The interior also continues the language of the 1970 SM. Inside, the 1970 design has also been reinterpreted with the characteristic shape of the top of the dashboard and even the oval design of the instruments. True to the avant-garde soul of the SM, the information display is through projection and the curved “screen console”, connected to the steer-by-wire steering wheel, complete this spirit that’s dear to the brand. Sound and lights envelop the occupants. The interior is very light with an ivory colour made up

## SM Tribute





of leather and Alcantara®. A large display case on the front of the dashboard provides an extraordinary setting to accommodate an almost infinite range of finishes and materials! The seats continue the iconic upholstery of the SM, with its horizontal cushions.

"The design of the top of the dashboard was a strong signature with an implicit crossover," says Luc Quirin, DS Automobiles Interior Designer: "We have kept this identity-based approach by including the results of our research. The display is by projection, without a screen. The setting is more immersive while being less restrictive for the driver and occupants."

"The laser-engraved leatherwork on the door panels conjures up patterns inspired by the decorative arts. This trend was born in the same years as the concours d'élegance. The pearl trim alludes to current models," adds Vincent Lobry, DS Automobiles Head of CMF Design.

"It's not just a portrayal of the SM," concludes Thierry Metroz. "The DS DESIGN STUDIO PARIS team had fun with an ambitious project. We have respected the original design through its spirit and details. We have done a transcript and reinterpretation of the SM. But as it is not our habit to disconnect from our other work, we have included a lot of details about what DS Automobiles models and our future projects are." SM TRIBUTE at Chantilly Arts et Éléance

A partner of Chantilly Arts & Elegance from its beginning in 2014, DS Automobiles is introducing SM TRIBUTE on the tenth anniversary of the concours held in the French gardens of the Château de Chantilly. Positioned in a 120 m2 setting alongside an original SM, SM TRIBUTE will take part in the Concours d'Elegance on 15 September. DS Automobiles is already on the list of winners of the most prized competition in France with DS E-TENSE in 2016.

At the previous event, DS E-TENSE PERFORMANCE won the Innovation Prize and several models from DS Automobiles' past have also won the Concours d'État over the years, including the SM MYLORD (two trophies) and DS 19 LA CROISSETTE (one trophy).

For this year, SM TRIBUTE will be accompanied by a wide range of SMs on show in the collectors' village. Visitors will be able to see or rediscover a four-door SM OPERA, an SM MYLORD cabriolet, a racing SM entered in the 1974 24 Hours of Spa-Francorchamps, an SM PROTO already seen at the 2023 Rétromobile and other SMs in different colours from the Euro SM Club, thanks to l'Aventure DS. Alongside SM TRIBUTE's introduction in Chantilly, go behind the scenes of its design on the DSDESIGNSTUDIO.PARIS website.





# MARRS Open House

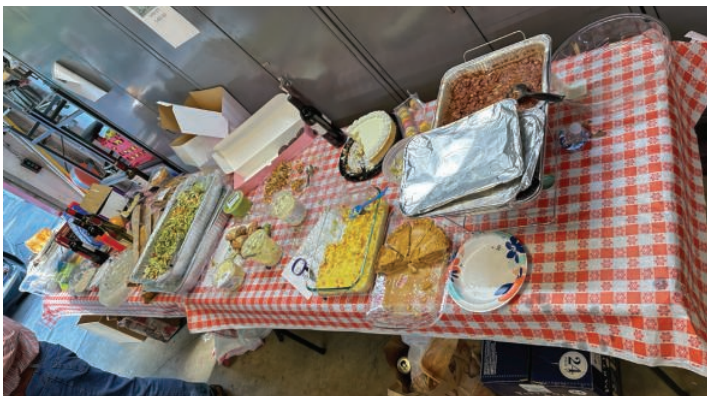
*PCN Editorial Staff, Images from Biblioptiucs Alanskii*

Jean-François Martin, owner of MARRS (Martin Automotive Repair and Restroration Services) graciously invited the Citroën community to an open house at his shop near Canyon Country. This was the former SM World. We were treated to catered food and mercifully pleasant weather to enjoy food, drink and good company outdoors.

Of note is that unlike a museum or a private car collection, this is a daily working shop, with the expected cars, tools, parts and supplies around, so we stepped carefully. The clean floors further demonstrate the shop's professionalism.

The vehicles around the premises covered all manner of French machines. From a humble, unrestored Véhicule H to many D, Traction and SM models, to the neck snapping power of the Velosolex.

This event was well worth the time, and we hope MARRS invites us again.







## MARRS Open House







# Mullin Museum Auction Results

PCN Editorial Staff, Images from Biblioptiucs Alanskii



1970 M35



1973 DS Prestige

Item #	Date	Description	Estimate USD	Result USD	Total USD
100	1925	Altos Moto Derny Type 15	5000 - 10000	38000	42560
12	1902	Automoto Motorized Tricycle, Engine No. 656	30000 - 40000	22000	27500
73	1951	Avions Voisin Gnome et Rhône Type R4	3000 - 5000	8000	8960
107	1921	Avions Voisin Type C1 Limousine	40000 - 60000	43000	48160
77	1928	Avions Voisin Type C14 Chartreuse Berline	100000 - 150000	135000	151200
62	1928	Avions Voisin Type C28 Re-creation (for motion pictures)	30000 - 50000	8000	8960
36	1938	Avions Voisin Type C30 Cabriolet	150000 - 250000	320000	357000
9	1926	Avions Voisin Type C7 Lumineuse Saloon	75000 - 125000	86000	96320
21	1913	Bedelia Type 8 10CV Sport Torpédo	10000 - 20000	38000	42560
52	1898	Bourgery Motorized Bicycle	5000 - 10000	20000	25000
41	c. 1930s	Bugatti Autorail Engine	60000 - 80000		70000
83	c. 1970s	Bugatti Bicycle by Art Stump, Frame 19	4000 - 8000	15000	18750
45	c. 1930s	Bugatti Carriage	10000 - 15000		8750
75	c. 1930s	Bugatti Cart	5000 - 10000	15000	18750
35	1930	Bugatti Gig Carriage	5000 - 10000		16520
65	c. 1930s	Bugatti Horse-drawn cart	10000 - 15000		25000
18	1927	Bugatti Type 40 "Break de Chasse"	100000 - 150000	400000	445000
96	1927	Bugatti Type 40 Faux Cabriolet	50000 - 75000	220000	246400
51	1931	Bugatti Type 40A Roadster	90000 - 120000	270000	302000
97	c. 1970	Bugatti Type 41 "Royale" Chassis Reproduction	5000 - 10000	3500	4375
88	1930	Bugatti Type 46 Semi-Profilée Coupe	700000 - 900000	1000000	1105000
11	1935	Bugatti Type 57 Galibier	80000 - 120000	160000	179200
101	1937	Bugatti Type 57 Galibier	80000 - 120000		179200
38	1934	Bugatti Type 57 Ventoux	125000 - 175000	425000	472500
71	1936	Bugatti Type 57 Ventoux	200000 - 250000	460000	511000
22	1938	Bugatti Type 57C Aravis "Special Cabriolet"	2500000 - 3500000	6000000	6605000
86	c. 1946	Bugatti Type 75 You-You Boat, Serial No. 121	25000 - 35000	58000	62500
85	c. 1900	Cart	2000 - 4000	3000	3750



1978 Ami 8 Berline



1966 2CV 4x4



1967 ID21F Break



## Mullin Auction Results



Item #	Date	Description	Estimate USD	Result USD	Total USD
76	1938	Challenger Citroën 11 CV Traction Avant Roadster	5000 - 10000	17000	19040
13	1920	Charron Type TC Charronette Cabriolet	15000 - 25000	16500	18480
99	1954	Citroën 11 C L Traction Avant Slough-Built	20000 - 30000	32000	35840
20	1952	Citroën 2 CV	20000 - 30000	15000	16800
115	1986	Citroën 2 CV 6 Spécial	15000 - 20000	13000	14560
90	1957	Citroën 2 CV AZ	20000 - 30000	18500	20720
53	1982	Citroën 2 CV Charleston (Grey - Grey)	15000 - 20000	19000	21280
1	1984	Citroën 2 CV France 3	20000 - 30000	22000	24640
50	1966	Citroën 2 CV Sahara	40000 - 60000	115000	128800
112	1927	Citroën 5CV Trèfle	30000 - 40000	30000	33600
56	1964	Citroën Ami 6 Berline	15000 - 20000	15000	16800
70	1968	Citroën Ami 6 Break	15000 - 25000	22000	24640
103	1975	Citroën Ami 8 Berline	10000 - 15000	8000	8960
24	1925	Citroën B12 Estate Wagon	20000 - 30000	35000	39200
48	1928	Citroën B4 Coupe painted in the style of Sonia Delaunay	20000 - 30000	12000	13440
58	2009	Citroën C3 Pluriel 1.4i Charleston (Burgundy - Black)	8000 -12000	10500	11760
60	1930	Citroën C4 Limousine	10000 - 15000	17000	19040
80	1969	Citroën DS 21 Cabriolet	200000 - 250000	260000	291000
63	1971	Citroën DS 21 Pallas	35000 - 45000	26000	29120
28	1973	Citroën DS Prestige	60000 - 80000	43000	48160
34	1963	Citroën DS19 Concorde	120000 -150000	110000	123200
84	1978	Citroën Dyane	8000 -12000	11000	12320
74	1973	Citroën GS Birotor	15000 - 25000	20000	22400
43	1973	Citroën HY78 Van	30000 - 50000	64000	71680
4	1960	Citroën ID 19	4000 - 8000	650	728
72	1967	Citroën ID 19	30000 - 40000	34000	38080
40	1967	Citroën ID21F Break	25000 - 35000	34000	38080
31	1970	Citroën M35 Prototype	20000 - 30000	32000	35840
68	1980	Citroën Méhari	15000 - 25000	17000	19040





## Mullin Auction Results



1957 2CV AZ



1967 ID 19



1954 11 C L Slough-built

Item #	Date	Description	Estimate USD	Result USD	Total USD
93	1973	Citroën SM	30000 - 40000	34000	38080
17	1974	Citroën SM	40000 - 50000	38000	42560
10	1949	Citroën Traction Avant 15-SIX Berline	25000 - 35000	24000	26880
108	1919	Citroën Type A Coupé de Ville (Coupé Docteur)	20000 - 30000	12000	13440
78	1923	Citroën Type C 5HP Torpédo	15000 - 25000	17000	19040
79	1912	Clément - Bayard Type 4M2	20000 - 30000		42560
64	2013	Coda EV sedan WITHDRAWN			
30	1930	Darmont Morgan Sport Aero Roadster	5000 - 10000	26000	29120
46	1902	De Deion-Bouton Motorized Bicycle, Engine No. 6	5000 - 10000		19375
49	1911	De Dion-Bouton Type DY Tourer	30000 - 40000	56000	62720
29	1901	Decauville Roadster	50000 - 70000	56000	62720
32	1927	DeDion-Bouton Type TKS Torpédo	30000 - 40000	11000	12320
44	1937	Delage D8-129 Three - Position Cabriolet	800000 - 1000000	660000	731000
94	1932	Delage D8S Cabriolet	125000 - 175000	210000	235200
61	1924	Delage GL Skiff	80000 - 120000	80000	89600
69	1918	Delage Type BK Torpédo	15000 - 25000		22400
104	1923	Delage Type DE Torpédo Tourer	40000 - 60000	70000	78400
91	1937	Delahaye Type 135M Compétition Court Chassis	100000 - 175000		67200
14	1947	Delahaye Type 135MS Coupe	100000 - 150000	62500	70000
114	1925	Delahaye Type 87 Limousine	15000 - 20000	8000	8960
39	1914	Delaunay-Belleville 1A4 Landulet	40000 - 60000	65000	72800
95	c. 1900	Dog Cart Carriage, believed by Labourdette	8000 - 12000	10500	13125
109	1925	Ford Model T Torpedo	5000 - 10000	1000	1120
16	1925	Ford-Montier Model T Speedster	10000 - 20000	24000	26880
15	1928	Hispano-Suiza 12NB Aircraft Engine	15000 - 20000	42000	52500
67	1933	Hispano-Suiza J12 Cabriolet	2500000 - 3500000	2100000	2315000
25	c. Late 1800s	Kellner "Break de Chasse" Carriage	10000 - 15000		5938
111	c. 1910s	L-Head Inline Four Cylinder Engine	500 - 1500	250	313
110	1914	Lorraine-Dietrich Fire Truck	250000 - 350000	8000	8960



1984 2CV France 3



1973 GS Birotor



1923 5CV Torpédo



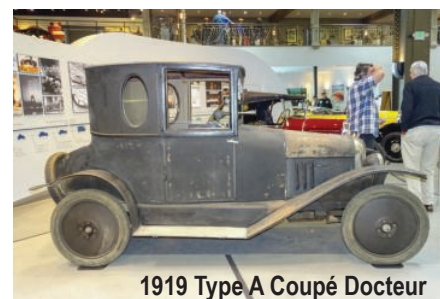
## Mullin Auction Results



1927 5CV Trèfle

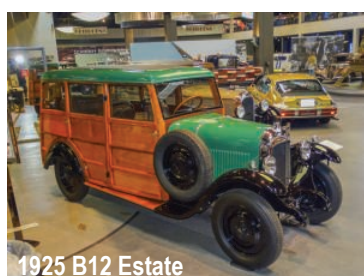


1963 DS Concorde



1919 Type A Coupé Docteur

Item #	Date	Description	Estimate USD	Result USD	Total USD
6	1929	Magnat-Debon Type BST	8000 - 12000	9000	10080
57	1957	Mercedes-Benz 300 SL Roadster	1000000 - 1300000	1000000	1105000
105	c. 1860s	Million-Guiet Phaeton Horse-Drawn Carriage	8000 - 12000	21000	26250
81	1929	Morgan - Monotrace TMX Torpédo	10000 - 15000	17000	19040
19	1929	Panhard Et Levassor Type X63 Berline	10000 - 20000	7000	7840
54	1911	Panhard Et Levassor X17 Sedan de Ville	50000 - 70000	125000	140000
89	1924	Panhard Et Levassor X47 Limousine	25000 - 35000	25000	28000
66	1939	Peugeot 202 Berline	15000 - 25000	38000	42560
8	1959	Peugeot 403 U8 Camionnette Bâchée	20000 - 30000	16000	17920
27	1913	Peugeot Bébé Two-Seat Tourer	25000 - 35000	32000	35840
23	1931	Peugeot P 107 "Tour de France"	4000 - 8000		11200
98	1953	Peugeot Type 203 S3 Ambulance	15000 - 25000	9000	10080
47	1907	Peugeot Type 99A Double Phaeton	30000 - 40000	42000	47040
82	1956	Porsche 356 A Super Speedster	250000 - 350000	310000	346000
106	1902	Prunel Model F Cabriolet	30000 - 50000	57000	63840
7	1954	Renault 4CV Berline	15000 - 20000	21000	23520
55	c. 1890	Renault Mylord Carriage	5000 - 10000	8000	10000
59	1912	Renault Type CB Landaulet	50000 - 75000	230000	257600
2	1926	Renault Type PG Sedan	20000 - 30000	28000	31360
87	c. 1900	Ridel Motorized Bicycle	5000 - 10000	16000	20000
92	1926	Sizaire - Frères 4RI 11 CV Berline	15000 - 25000	6500	7280
3	1908	Sizaire-Naudin Model C Speedster	20000 - 30000	34000	38083
113	1929	Steyr Type 45 Landaulet	10000 - 15000		7280
37	1914	Terrot Motorette	8000 - 12000	18000	20160
42	1928	Tracta D2 9CV Faux Cabriolet	50000 - 75000	72500	81200
26	1924	Turcat-Méry Type UG Limousine	25000 - 35000	11000	12320
102	1962	VéloSolex 2200	1000 - 3000	800	952
5	1900	Wagon from Château d'Ermenonville	10000 - 15000	7000	8750
33	1937	Wanderer W25K Roadster	80000 - 120000	125000	140000



1925 B12 Estate



1968 Ami 6 Break



1949 15-SIX



## FOR SALE



2 Unique hand crafted wooden model Citroëns. They are roughly 12 inches long and very well made.  
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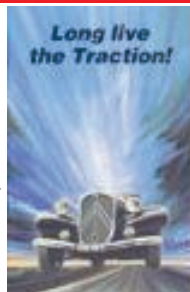
**1971 AK400 van** (yellow). Has been restored by the late Cliff Bisch and is located in Springfield, Oregon with his surviving wife, Lee (aka Cris), and daughter Effie.

The Citroën is in extremely good condition and runs well. Cliff was asking \$19,500 for the yellow van prior to his passing.

Please inquire with Effie Siverts for details at 541-543-4109.

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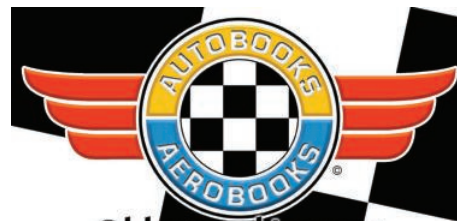
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**Rendezvous 2023 Shirt \$15.**



**Cap Dark Blue Adjustable \$15**  
Embroidered w/ Citroën Car Club Logo

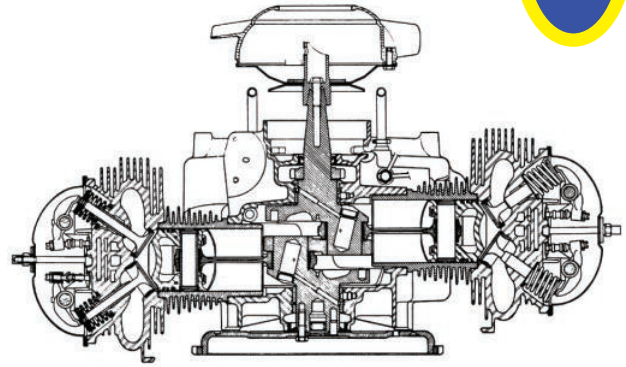


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# Parts and Service



## PARTS and SERVICE

NAME	LOCATION	SERVICE	CONTACT
2CVsRus (Axel Kaliske/Ursula Walter)	Seattle, WA	Quality 2 CVs, repair service, restoration	2cvsrus.com
Autobooks - Aerobooks (Forward/VanCuren)	Burbank, CA	New and used Automotive books, magazines	818 845 0707
Books4cars (Alex Voss)	Seattle, WA	Automotive manuals, books and literature	books4cars.com
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
Import Auto Supply (Kurt Languirand)	San Bernardino, CA	Service for Citroëns by appointment only	aerokurt@gmail.com
Javel, Inc. (Rob Courtier)	Dallas, TX	Citroën Parts inventory incl. Western Hemispheres	javel_inc@yahoo.com
Key Men - Keys for Classics	Monroe, NY	Key blanks for French cars and others	key-men.com
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
NAME	LOCATION	SERVICE	CONTACT
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
Citroworld	Netherlands	DS, Véhicule H Parts	citroworld.com
CTA Service	Netherlands	Traction, D and A series parts	www.ctaservice.nl
Depanoto	France	Traction Avant parts	depanoto.fr
John and Murray Motors	Vancouver, BC	Citroën Garage-all models, used parts DS	604 879 7916
Jose Franssen	Belgium	Traction parts	www.citroen-traction-avant.com/en/
Jukka Isomaki	Vaasa, Finland	2CV Cards, cookie cutters and gifts	sitruuna.com/2cvstuff
myparts.org	Norway	Parts for DS, GS, CX, 2 CV.	myparts.org
Marc's Import Auto Repair	Burnaby, BC	Citroën Garage-all models, used parts DS/SM	604 432 6636
Méhari Club Cassis	Cassis, France	Méhari, 2 CV parts; reconditioned Méhara	mehariclub.com
Wilkinson's Automobilia	Vancouver, BC	Citroën Books, brochures, models, collectables	eautomobilia.com

The list above includes individuals and companies that support our club or were recommended by our club members. The club does not necessarily endorse any of these individuals or companies and takes no responsibility for their products and/or services.



The **Citroën Car Club, Inc (CCC)**, is a non-profit organization founded 1956 to support Citroën, PSA Group & Panhard Owners.

<b>President</b>	Chuck Forward	chuck@citroencarclub.us
<b>Vice President</b>	Steve McCarthy	steve@citroencarclub.us
<b>Treasurer</b>	JF Martin	JF@citroencarclub.us
<b>Secretary</b>	Bob Henry	bob@citroencarclub.us
<b>Member-at-Large</b>	Bruno Sere	bruno@citroencarclub.us
<b>Membership</b>	Tina Van Curen	tina@citroencarclub.us

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**

**Citroën Car Club, Inc;**

**22950 Beech Creek Circle, Valencia, CA 91354 USA**

Visit us online at: <http://www.citroencarclub.us>

#### **Pacific Citroën News (ISSN 1542 - 8303)**

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Info on Citroën, DS brand, Panhard and Stellantis' (PSA-FCA) French brands Peugeot, SIMCA, Talbot created for & published by the participating organizations. Classified ads limited to 75 words and one photo; ads run 2 issues.

**Address letters to your Club's Editor.** Info and images may be submitted electronically by email. Text: MS Word (.doc) iWork (.pages); TextEdit rich text format (.rtf). Images: JPEG (.jpg) files at 300 dpi resolution or higher.

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The **Northwest Citroën Owners Club (NWCOC)** is a nonprofit group, whose aim is to be of service to friends of Citroën.

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Should you see or hear an interesting bit of Citroën news, please email it to the editor or mail it to the NWCOC address shown below. Members are encouraged to attend board meetings, held the second Wednesday of each month at 7 PM in the Seattle area. Contact a board member to confirm the meeting time and location.

**Classified and business card advertisements** are free for members, space permitting, and US\$15 per month for non-members. Back issues are \$1.50 as available. Permission to reprint original material is granted to any nonprofit membership publication on a single use basis if full credit is given to the author. While we make efforts to insure the accuracy of information and advice given in this newsletter, the clubs accept no responsibility for such advice.

Send membership questions, address changes, ideas, etc. to our address.

#### **Northwest Citroën Owners Club**

**4303 SW Concord Street, Seattle, WA 98136 USA**

Please send membership renewals to the address above. Worldwide annual membership dues are US\$30 for Electronic Edition (email address is requested). Club email is: [NWCOC@earthlink.net](mailto:NWCOC@earthlink.net)

Visit us online at: <http://www.nwcitroen.org>



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Ferenzaa Net 01.11.046 / C540 N255

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