

Pacific Citroën News
 Number 089 Spring 2023

Electronic Edition



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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>
Aug 19 Sat*	CA	Seaside	Concorso Italiano 2023. Held at Bayonet Black Horse Golf Course in Seaside. Citroën SM featured and encouraged to participate. Admission is ticketed starting at US \$ 310 per person. Car registration: https://concorso.regfox.com/concorso-italiano-2023-vehicle-registration Tickets: https://concorso.ticketspice.com/concorso-italiano-spectator-2023
Aug 20 Sun 1 PM onward	WA	Seattle	Cit Chat BBQ and Potuck. At Axel and Uschi's in South Seattle. Call 206-439-0202 or e-mail info@2CVsRus.com for directions. RSVP not required. Please bring: Items for BBQ or other dishes. We will provide: German Bratwurst, soft drinks, and entertainment! If it rains: The party room in the garage will be ready and the grill area will be covered. NWCO Silent Auction! Bring: Please bring items to donate to the NWCO Silent Auction. Proceeds are used to support our club. These need not be Citroën or even car related! Please make sure that auto parts are clean or wrapped for protection. Bid: The Silent Auction augments the club treasury and we count on it! Be ready to take home some fabulous items! The silent auction will end at 3:30. NWCO board meeting with be held at 2 PM.
Sept 29-Oct 1	CA	Santa Maria	Rendezvous 2023 in Santa Maria. Venue is the Santa Maria Inn, 801 South Broadway, Santa Maria, CA 93454. Please reserve rooms directly with the hotel by Sept 1. https://www.santamariainn.com Event registration is \$25 per person, Saturday banquet is \$55 per person. Menu items, Surf & Turf, Poached Citrus Salmon, Linguini Puttanesca, with full bar. More info on Page 17. Event Registration: https://citroencarclub.us/events/rendez-vous-2023-september-29-october-1/
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://90ansdelatraction.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

Berlingo Fourgonnette

From Media Citroën International

Inspired by the 2CV Fourgonnette, Citroën Berlingo goes back in time with Caselani. Italian coachbuilder Caselani joined forces with Citroën's design team to metamorphose the Citroën Berlingo into a 2CV van. Revisiting the style of the 2CV type AU, this conversion is a nod to one of the Brand's iconic models – one that left its mark on generations.

On a vintage-style body kit mounted on the model's exterior, the conversion features generous rounded front-end panel, imposing flared M-shaped grille proudly sporting Citroën's chevrons, large round headlights, corrugated sheeting on the sides, rear and roof sections.

The Berlingo 2CV Fourgonnette is being marketed by Caselani, officially licensed by Citroën. An "M" sized 4.40 m (173.22 in) commercial vehicle will be available for professionals, and then a leisure version will also be produced for carrying people. All engine types will be proposed, including electric. Orders started on 1 October 2022, production was slated to begin in January 2023.

Berlingo rounds of a complete range which includes the Type HG van on Citroën's Jumpy base, and the Type H on its Jumper base.





William G. (Bill) Lonseth

The Citroën community has lost Bill Lonseth of Portland Oregon, who passed away on January 7, 2023.

Bill was born in October of 1947 in Berkeley, California, but grew up in Corvallis, Oregon. From an early age, he was interested in transportation. We found a newspaper article from when Bill would have been 17 years old where he was putting the finishing touches on a model railroad that was impressive enough to land him in the local newspaper.

Bill became involved in Citroëns from an early age and by the late 1960's, he had landed his first automotive job working for a Citroën dealership in the Oregon city of Springfield, called S.L. Motors. S.L. Motors handled several marques, including Citroën, Peugeot, Renault, Studebaker, Mercedes, and Datsun. Within a year so of working for S.L. Motors as a parts manager, Bill was asked by Citroën to move to Los Angeles to help run the parts department for Citroën L.A. By about 1974, Bill moved back to Portland to work for Portland's Citroën dealer, Roger Sagner, where he was the parts manager. Throughout these various jobs, Bill's skills dealing with parts books, ordering, and stocking parts for cars, especially French cars, was finely honed. His skills even landed him a job at a Citroën dealer in London, England for 5 years called, BWB Motor Services.

After Roger Sagner's Motor Mart came to an end, the once thriving Citroën support network in Oregon had pretty much dwindled down to just Bill. He helped local owners keep their cars running for a number of years. But eventually Bill retired from working on cars as his health became an overriding issue. Bill will be missed.



Frank Huston Starr

04/30/1942 – 05/17/2023

Long-time Citroën owner Frank Starr passed away in May 17, 2023 at the age of 81.

Frank was born in Los Angeles but lived in the Seattle area for most of his life. Frank was an electrical engineer and worked at various prestigious engineering firms around Seattle, such as CH2M Hill, McGowan Broz Engineers, and the Austin Engineering Company in Renton.

Frank had many classic cars over the years. He was interested in vintage Cadillacs, SAAB's, Citroëns, Panhards, and he even had a few English cars. His first Citroën was a used 1957 DS. Followed by a 1961 ID19, a 1968 Pallas, a 1969 station wagon that he bought new from ABC Motors in Tacoma, a 1972 DS wagon, a CX, an SM, a Traction Avant, and several Panhards, including a model 24CT. The car he owned the longest was a 1972 D-Special he owned for 40 years. This car is still in Seattle.

Frank was a talented mechanic and did all of his own work on his cars. He was an unofficial technical advisor to many Seattle-area Citroën owners in the 1970's and 1980's.

Even though he had many cars over the years, Frank was primarily committed to Citroën DS models. In 1976, he had a serious accident on the Mercer Island Floating Bridge in Seattle. A Cadillac had crossed centerline and hit his DS head-on. The DS spun around and was then hit a second time by a Metro bus. He credits the DS for saving his life.

Frank is survived by his wife Teresa and his daughter Cynthia. He is also survived by his step-children, Eric Schneider and Lynn Schneider.

Frank, wherever you are now, your intellect and dry wit will be missed.

Photo **above**: This is Frank working on one of his many cars. I think this photo was probably taken in the late 1990's. - Chris Dubuque

From Peter DeBoldt:

I enjoyed having conversations with Frank over Citroën's and many other things over the years. Early in my engineering career, he provided me with great insights on different organizations. Still miss those days of talking with Frank during evening walks in Bellevue.



Electric! This Citroën 2CV Inspired Electric Concept Shines In Dual-Tone Colors And Modern Styling
By Gaurav Sood

The legendary 1945 Citroën 2CV often referred to as the umbrella on wheels had a fixed profile convertible bodywork and roll-back sunroof. This [early] front-wheel-drive car was produced between 1948 – 1990 with millions of units sold. The definite charm of both these cars [2CV and VW Beetle] is truly undeniable all these years, and still continues to brush automotive fans.

To revive the nostalgic memories of this economy family car, designer Jean Louis Bui has penned an electric concept in a modern avatar. Dubbed the Citroën La 2 Deuche Concept, this cheeky mini car has a sense of airiness to it. Retro DNA of the vehicle is visible in the section over the wheels, the headlights and the accordion-like retracting rooftop which turns it into a convertible. According to Jean the styling is picked from the simple lines and silhouette of the inspiration – particularly the Charleston version. The rest of it has the more modern profiling – especially the side profile and rear. Those taillights and the wheels do give off the futuristic vibe, and as far as the exterior goes, it ends there.

Designer: Jean Louis Bui

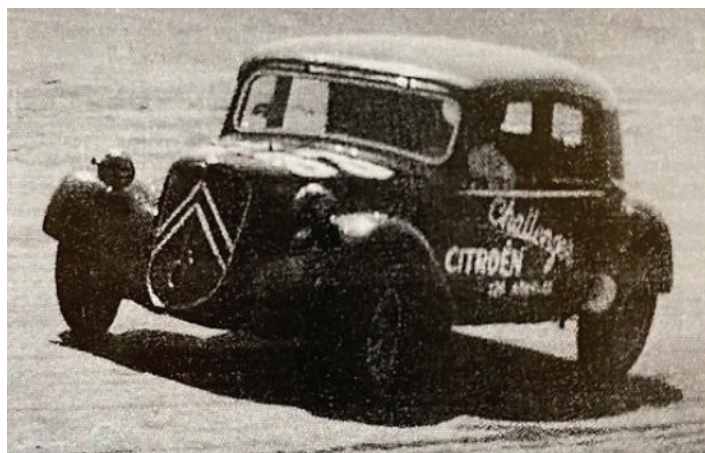
The big Citroën logo on the grille makes the modern-looking version of the 2CV come alive combined with the dual colorway in shimmering black and red. The other color option the designer goes for is the sea green and black which also looks nice but I would not go for this one if ever Citroën plans to revive the classic for real. That Charleston-influenced duo-tone color is quite evident in here, and it's refreshing. Also, this has to be a playful vehicle owing to its style and colors, just like the Citroën 2CV back in its glorious time. The designer in his submission emphasized that the concept embodies the "emblem of France as well as the Eiffel Tower, the baguette or the croissant."
- Article contributed by Susan Redd



The number 11 car was the one driven by Bud Rose and can be seen in the Pathé new film. According to the book on Rajo Jack (Brown Bullet), there was a grudge match after the big race between Rose (Citroën) and Rajo (Ford V8). Rose won again.



The second photo is a 15/6 driven by Rajo Jack at the Oakland speedway in 1940. It is pictured in the book on the history of the Oakland speedway. IIRC, he took second after starting last.



Bud Rose won the 1939 Ascot race while Rajo Jack won the 1940 season final race at Ascot. Ascot management told Rajo that the French car was banned from ever running again at Ascot.

Rose Captures Stock Car Race

Rajo Jack Second in 200-Mile Grind on Southern Ascot

Bud Rose, driving a front-drive French Citroën, defeated English and American cars to win yesterday's 200-mile national championship stock car race at Ascot Speedway, South Gate.

Rose covered the 400 laps in 3h. 32m. 3.35s. for a new record.

Rajo Jack, colored champion, finished in second position 10 laps back of Rose, who grabbed the lead on the 101st lap, never to relinquish it.

Third was Val Lancaster, winner last year, driving, like Rose, a French car.

Wally Pankratz was fourth, Hal Cole fifth, Wayne Guthrie sixth and Bert Livingston seventh.

A record overflow crowd of more than 12,000 attended. It was the largest crowd in the history of the South Gate racing platter.

Two spectacular spills livened the afternoon. Ed Berg turned over on the 149th lap and Ed Barnett flipped on the 89th lap. Neither driver was injured, however.

Rajo Jack Drives to Close Victory

Finishing like lightning, Rajo Jack, veteran Negro auto-race driver in a French Citroën, came from behind to nose out Hal Cole and get the checkered flag of victory in the 300-lap stock-car race yesterday afternoon at Ascot Speedway.

Jack, forced to the pit many times because of a faulty motor, hummed past Cole, driving a Ford V8, in the later stages of the race, advancing from seventh to second place in one spree before taking the lead. Jack's winning time was 2h. 35m.

Wally Pancranpz took third, with Chet Rodes nabbing fourth.

Dear [NWCOC],
 I am Willem Dontje 14 years old from the Netherlands.
 I am a fan of the Citroën cars. Nice and very special cars. Citroën is the best brand.
 Now I would like to collect all sorts of Citroën gadgets.
 I would find it very special if I received something from Canada. I will be very happy with it. I hope you send me something. Greetings from the Netherlands and all the best.
 Address:
 Willem Dontje
 Badweg 21
 9651 BS Meeden, The Netherlands

French Language Books

Ed Note: Citrovisie also offers books in English, please see website.



Citroën C15, les chevrons utiles

Regular price €47,50 Tax included. LANGUAGE: FRENCH
 MATTHIEU TUREL
 978-90-832960-3-6 Web: <https://citrovisie.nl/en>

With over 1.2 million vehicles produced, the C15 is said to be the most profitable vehicle in Citroën's history. Myth or reality? In any case, this commercial vehicle, which can still be seen regularly on French country roads, enjoyed a long career spanning 22 years. But the C15 is much more than that: it's an automotive icon in the making, following in the footsteps of its ancestor, the 2CV van.

In this book, journalist and Citroën-enthusiast Mathieu Turel not only describes the eventful genesis of this vehicle, but also how it evolved throughout its career. There are overviews of its many versions, including countless little-known facts about this vehicle, which laid the foundations of the modern van.
 Pre-order now, delivery at the beginning of August.

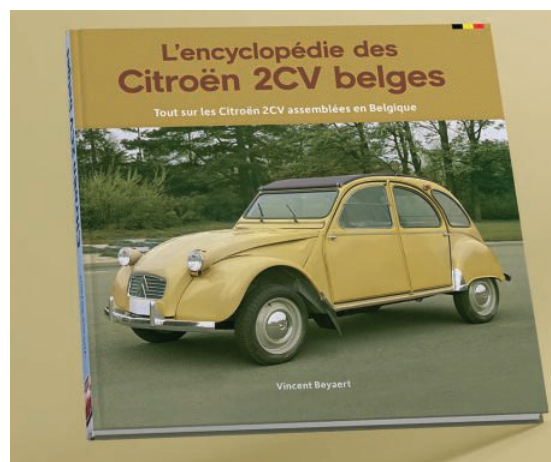
L'usine Citroën à Aulnay-sous-Bois

Regular price €47,50 Tax included. LANGUAGE: FRENCH
 JULIUS GOLDMANN
 978-90-832960-5-0 Web: <https://citrovisie.nl/en>

Until the 1960s, Citroën's biggest factory stood in the centre of Paris. With a large factory in the heart of a big metropolis, Citroën foresaw logistical problems. An alternative site was found in Aulnay-sous-Bois, a stone's throw from the new Charles de Gaulle airport. Here a huge industrial complex was built that, when it opened in 1973, was the most modern car factory in the world. The last DSs were assembled in Aulnay and, of course, the factory was also the birthplace of the legendary Citroën CX.



In his book, author Julius Goldmann describes the factory in all its facets: the construction and opening, the secrets of the production lines and all the models that were produced, the strikes, the closure and demolition of the buildings. Memories and anecdotes from former employees and many previously unpublished photos complete the story. A fascinating book about an underexposed part of Citroën's history.
 Pre-order now, delivery at the beginning of August.



L'encyclopédie des Citroën 2CV belges

Regular price €47,50 Tax included. LANGUAGE: FRENCH
 VINCENT BEYAERT
 978-90-832960-2-9 Web: <https://citrovisie.nl/en>

Specific lighting, different hubcaps, notched rear wings: the 2CVs assembled at the Citroën factory in Forest (Belgium) differed from their French cousins in many ways. Unfortunately, far from all these changes have been well documented by the factory. This book offers the answer: based on original documents, interviews and a detailed analysis of photos and cars assembled in Forest, the development of the Belgian 2CV can be traced in great detail.

In "L'encyclopédie des Citroën 2CV belges", Vincent Beyaert describes the production and development of the 2CV assembled at the Forest plant: from the first 2CV A in 1952 to the last version to roll off the Belgian production line in 1980, as well as the vans based on the 2CV, exotic vehicles such as the Radar and the specifically Belgian models built after the plant closed. Overviews of body colours, seat trims, production figures and chassis numbers complete the book. With hundreds of images, "L'encyclopédie des Citroën 2CV belges" is the ultimate reference for every Citroën 2CV enthusiast.

Local Events Recap

PCN Editorial Staff, Images from Biblioptiucs Alanskii

NWCOC May Meet at LeMay ACM

While the May Meet official business was being conducted in the lobby of the museum, we were invited to the Thunderboats hydroplane museum. Though our business was concluded efficaciously, treasures awaited in the museum proper. One of the featured marques was Alfa Romeo, and a featured collection in one gallery was the Haugland Collection.



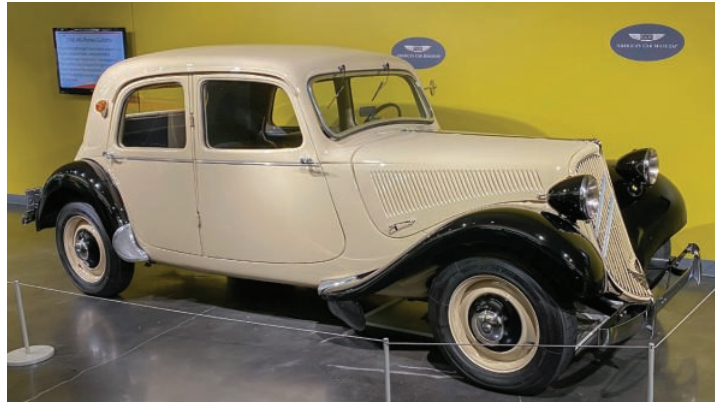
Above: 1938 Alfa Romeo 8C S-11 Corto Spider Speciale as envisioned and built by David Smith using an Alfa experimental V8 engine.



Above: 1966 NSU Wankel Spider and 1959 Lotus Type 14 Elite.



Above: 1958 FIAT 600 Multipla, six seat version. **Below:** 1959 Abarth 750 Zagato and 1965 SAAB 850 Monte Carlo, 3-cylinder 2-stroke engine.



Above, Below: 1951 Traction 11CV Légère.



Below: 1955 Alfa Romeo 1900 C Super Sprint (CSS) from the Wessels Family Collection.



CCC At Agua Dulce Winery

Agua Dulce Winery is in Santa Clarita, CA which we visited on a sunny and tolerably warm day. The winery is properly self-contained with a petting zoo, outdoor activities like hay rides, and a gift shop, with winery tours available. Besides wine, the winery sells all manner of dinner party goods, and comestibles like pickled sausages and eponymous local honey. <https://www.aguadulcewinery.com>



Best of France and Italy

Best of France and Italy again proved well worth the trip. This uncomplicated one day show on the lawn brings out cars not seen all year, or only seen in an “exclusive” Concours context. Always the first Sunday of November at Woodley Park in Van Nuys, CA. www.franceanditaly.com



Above, Below: 1936 Bugatti Type 57 Cabriolet



Above: Mini-Comtesse Break and Renault R5 Turbo, one of several.





Above: Renault Caravelle.



Above, Below: Pininfarina designs on a Ferrari 250 and a Peugeot 404 convertible with removable hardtop. Renault Alpine A110 at right.



Best of France and Italy



Above: 1963 Facel-Vega Facel III. **Below:** Peugeot 403 sliding sunroof.



Above: Front-drive Peugeot 304. **Below:** Peugeot 205 Turbo 16s flanking an Alfa Romeo Giulietta 1600 SS.



My Ami Buggy

From Media Citroën International

Even more character to experience the outdoors differently with the new limited edition of the “My Ami Buggy” series from Citroën

Following the dazzling success in 2022 of the online sale of 50 “My Ami Buggy Ultra-Limited Series” in France, Citroën offers a new special edition of 1,000 units which will be available in ten countries: France including the French overseas departments, Italy, Spain, Belgium, Greece, Portugal, the United Kingdom, Luxembourg, Morocco and Turkey.

“My Ami Buggy” could be ordered online from June 20th 2023 at 10:00 AM

All The Spirit Of An Adventurer

Citroën “My Ami Buggy” asserts its adventurous look by retaining the Khaki tinted exterior colour and the black protective elements, such as reinforced bumpers, skid plates, headlamp bezels, wheel arches, rocker panels and its rear spoiler, all of which give it a muscular appearance.

The “My Ami Buggy” personality also comes from the vitality and freshness provided by its bright yellow dots which feature on the exterior (embossing on the front panel and directional arrows on the wheel arches) and on the interior (storage bins, opening straps and bag hooks, stitching on the seats and carpets).

New Features Make This New Edition Even More Special

Citroën has gone one step further with the design of this new version, both inside and out. Door covers to provide added protection from the exterior. This second limited series is underpinned by the same principle: no doors and no roof – that way, you can enjoy your leisure time and feel as close to nature as possible, together with a pleasant sense of freedom. Nevertheless, to be protected from any bad weather, protective components have been added and modified.

New plastic covers with zips have been designed to protect the occupants from the outside. This is in addition to the roof protection to provide an almost closed passenger compartment in wind, cold or rain. For everyday use, when occupants want to take a breath of fresh air, simply roll the covers towards the rear near the seats and then fix them on the door pillars thanks to snaps. In the middle of summer, when they are not needed, they can be stored in a garage.



A new roof closure system has been created to use it more easily. It is a black waterproof canopy that now has a zipper, so it is more practical and easier to handle. Fully integrated into the design thanks to a roof cover that can be stretched considerably, this fabric gives the whole vehicle a coherent style. It is also less subject to air intakes when driving. It can be rolled up and attached to the rear of the vehicle with snap buttons.

New door and roof frames and new gates to better integrate some equipment, as well as enhancing its style. The door and roof frames have been





My Ami Buggy

"My Ami Buggy" went on sale on June 20th at a price of €10,490 including VAT.

Since its launch in April 2020, Citroën Ami has been a surprise on the micro-mobility market thanks to its atypical design. Ami is easy to handle because it is ultra-compact at 2.41 metres long. Electric, it can be recharged in 4 hours with a simple 220V socket, just like any other household appliance. Ami was created to be used by as many people as possible by drivers of all ages. It can be driven just as easily by a 14-year-old as by a 77-year-old. It is also affordable and has a very low total cost of ownership. Its online purchasing route, like many everyday consumer products, and its wider distribution via non-automotive networks, such as Fnac and Darty in France and Portugal, MediaMarkt in Spain, all help to make customers' lives easier.

For sale in eleven countries, Ami has already won over more than 35,507 customers in Europe since its commercial launch back in April 2020. The popularity of the little mobility object continues to grow. It was launched in Luxembourg in January. It will be then launched in Switzerland, Malta, Slovenia and in France's overseas departments (Reunion, Martinique and Guadeloupe) in the second quarter of 2023. It will soon be available to order in Denmark.

added to secure the clear tarpaulins and soft top so that they blend seamlessly with the bodywork for a neat finish.

At the front, the roof frame is extended to form a sun visor. It underlines the leisure aspect of "My Ami Buggy".

The gate closure system is identical to the previous version. Only the shape has evolved into a design reminiscent of the door-bottom capsules of other Ami versions, highlighting the relationship that "My Ami Buggy" enjoys with the rest of the range.

New instrument cluster The instrument unit, still positioned on the steering column housing, features a new arched cap, giving it a retro feel. A smart complementary storage system derived from the original concept

This new edition of "My Ami Buggy" features an element of the acid yellow luggage line unveiled in December 2021 on the concept vehicle of the same name. A unique and ingenious decorative item, the mobile bag fits into the hollowed-out shape in the centre of the steering wheel. It is held in place by clip-on rucksack straps that wrap around the two arches. The additional zippered storage compartment can be used to store personal belongings and can be carried by the driver when they leave the cabin. An Ami speaker and new accessories top off the range of equipment in this new limited edition "My Ami Buggy".

The "Ultimate Ears Boom" is a lightweight Bluetooth speaker that can easily be taken anywhere. Music lovers will appreciate the powerful and immersive 360° sound. Waterproof and sturdy, with a 15-hour battery life, it will provide musical accompaniment for your most memorable of moments. Inside "My Ami Buggy", it slips into a special housing on the dashboard, just next to the steering wheel. Furthermore, future "My Ami Buggy" customers will receive products related to the "My Ami Buggy" line.



Raid BC Part VII

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

Tuesday, August 28, 1990

We start at the overflow campground in Sasquatch Provincial Park, make our way west through the middle of Vancouver, BC, then take the ferry to Victoria Island. Our long day of travel encompasses 197 km (123 mi) overland and a ferry trip from Horseshoe Bay to Nanaimo, BC.

The campground in Sasquatch Provincial Park was one of several overflow sites, heavily covered by second growth trees with the only occasional view of the sky by looking directly up. It was like a cathedral of trees. We had been using a tourist level Instamatic-type camera bought on the fly to replace the SLR ruined at Sandon. Basic fixed exposure was no match for the low light levels and our attempts to capture the site remain mere memories.

Driving to and from Sasquatch Provincial Park involves using Rockwell Drive that was one of the typical, curvy routes close to water level for part of the way. As the road ascended the hillsides we could see through breaks in the trees flashes of the green waters of Harrison Lake and Echo Island, reminders of why we were doing this tour.

For the purposes of our trip we passed Harrison Hot Springs going to and from the campground, but admittedly an overnight for the whole group would have been a stretch, logistically and financially. We were bound for Horseshoe Bay in West Vancouver.

Traversing the expanse of suburbia, we found ourselves on Robson Street in the heart of Vancouver. It did make one wonder how many people could fit in so little space after being upcountry. Then over the somewhat infamous Lion's Gate Bridge with its bi-directional centre lane. We recalled narrowly missing oncoming traffic while groggy in the morning on Raid Canada four years earlier.

Reaching the utterly charming enclave of Horseshoe Bay we boarded BC Ferries lovely RORO boats. Our voyage to Nanaimo on Vancouver Island would take approximately one hour and forty minutes. The boat was equipped to keep passengers fed, watered and entertained for the length of a typical motion picture. Piece of cake. The sights on the boat gave way to the expanse of Burrard Inlet and Vancouver's skyline.



Above, Below: Harrison Lake with Echo Island and Green Point.



Below: Bustling Robson Street in the heart of Vancouver.



Below: Harrison Hot Springs at the south end of Harrison Lake.





Raid BC Part VII

Arriving in the ironically named, for our purposes, Departure Bay, in Nanaimo, the group turned northwest on Hwy 19 for the 33 km (21 mi) drive to Parksville. Our sites at Craig's On The Sea faced the water which provided notable dusk scenes of water and sky.

Wednesday, August 29, 1990

We begin explorations of Vancouver Island, the last leg of the Raid. We depart Parksville bound for Tofino, 179 km (111 mi) away on the west coast of the island. Highway signs reminded A-series drivers that fuel stops could be far between.

Approaching Hwy 19 we see a railway crossing of the Esquimalt & Nanaimo Railway. The venture dated from the 19th Century and had a Byzantine and colourful history. As typical with colonial enterprises there was a constant political tug-of-war in the background between Canada, British Columbia and Vancouver Island, and nothing could be accomplished on the first go. Lots of back and forth with various provincial officials, up to Sir John A. Macdonald, who criticized then Prime Minister Alexander Mackenzie for tinkering with the process. This led indirectly to land grants to Robert Dunsmuir and his associates Crocker, Huntington and Stanford. Old family names all too familiar to Californians. Quite a lot of wrangling for a railway that ultimately had 224.82 km (139.7 mi) of track from Victoria to Courtenay. In addition to a line from Parksville to Port Alberni, another 63.56 km (39.5 mi.)

We traverse the spine of the island on the Alberni Highway BC-4 where several signs inform car and heavy vehicle drivers that winter tires or chains are required 6 months of the year. The highway is our northwestern type with green rolling hills and rows of trees on either side, the pavement glistening with rain. Vancouver Island's highest point, the Golden Hinde, 2195m (7201 ft) accompanied by The Behinde, 2018m (6621 ft) were too far north to be seen from the road. A finger lake, Cameron Lake makes itself visible though the trees to the north.

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.



Above, Below: Sights while on the lovely BC Ferries.



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



Mullin Museum Revisited XIII

PCN Editorial Staff, Images from Bibliopliuics Alanskii

Dyane and Méhari

Panned by the press, a hard start was in store for the Dyane ("Dee-Ahn") in late 1967. This new model was a good proposition on paper. Meant to slot between the 19-year-old 2 CV and the Ami 6, Citroën was also looking to compete with Renault's R3 and R4. Yet, in spite of the slow start, the Dyane stayed in production from calendar 1967 - 1983, and its spin-offs, the Dyane 6 Méhari from calendar 1968 - 1987 and the Acadiane from calendar 1977 - 1987. With 1,443,583 Dyane sedans built and 253,393 Acadianes, the numbers were in DS territory. The one thing the Dyane never did was to replace the 2 CV which lasted until 1990.

The Dyane's genesis came in the mid-1960s, a time of unprecedented activity at Citroën. Hands were full with the merger with Panhard, the DS Sport (SM), in-house work on the Comobil Wankel rotary piston engine, and a troubled mid-size modular car, Project F, which was cancelled at the last moment.

Panhard's staff at the Avenue D'Ivry factory knew that resisting assimilation with Citroën was futile. The Director-General of Citroën, Pierre Becot, tasked Louis Bionier, Panhard's head of the B.E.R.C. (Bureau d'Études et de Recherches Carrosserie) with no less than the rejuvenation of the 2 CV. Becot knew Bionier's people worked quickly and well.

Bercot thought Citroën's first in-house designs were far too timid, merely blending the 2 CV headlamps into the front fenders and adding a bustle to increase the size of the trunk, like a Traction- from 1953. At Panhard, the "Projet AY" was directed by a Citroën designer, René Larousse. Though he appreciated the abilities of Panhard's personnel, there was no intention to give them totally free rein.

There was a lot of back-and-forth between Bercot, Robert Opron, head of Citroën's designers, and Jean Panhard. Several people thought the idea of just rehashing the 2 CV was not good. In an industrial quirk, the new car could not exceed the width of the 2 CV due to the narrow assembly lines at Levallois. The still separate fenders had to be mounted to the cars after they passed through the line.

Eventually, thanks to Panhard's René Ducassou and others, the designs went from a merely squared-off 2 CV to a more integral, smoother appearance, with concave door surfaces to increase rigidity of the thin sheet metal. Bionier wanted the front of the car vertical like a Renault R4, but Bercot told Opron to redo it. Bionier was furious, saying Opron critiqued him for making a wall, but that Opron himself made bricks. The name Dyane followed the pattern of the other trademarked names from Panhard: Dyna, Dynavia, Dynamique.



Above: 1978 Dyane, chassis number AYCB59CB2252, engine 0489010506, purchased by Peter Mullin in Europe in 2015.

Below: The Dyane's more modern purpose-built hatchback was immediately appreciated by customers.



Lower Left and Below: The Dyane's dash and ventilation were more integrated than the 2 CV, with a better seating position. Citroën proudly used vibrant upholstery colors and patterns in the 1970s.



Mullin Revisited Part XIII

The first Dyanes were mechanically barely different from the 2 CV. Air-cooled engine, opposed twin, 425cc, 66mm x 62mm bore / stroke, 18.5 hp. Six volt electrics with integral generator, platform chassis and suspension with interconnected springing, fabric covered open roof. The only thing distinguishing the first Dyanes was the newer appearance, and a proper hatchback. The Dyane was the same size as the 2 CV, weighed 50 kg (110 lb) more, cost 646 Francs more and consumed more fuel, with a top speed of 100 km/h (62 mph). Customers who wanted a better looking car were pleased but many wondered what was the point.

It was immediately clear there was a problem. Five months after the introduction, Citroën offered the "Dyane 6" equipped with the 602cc, 74 x 70 engine from the Ami 6 model range. The engine was legally a 3 CV making 28 hp, which pushed top speed to 110 km/h (68.3 mph) and made passing maneuvers less impossible. Two months later, a new "Dyane 4" made an appearance with Citroën's new range of 435cc 68.5 x 59 engines, still legally 2 CV, with 26 hp and 105 km/h (65.2 mph) top speed. The original Dyane remained on sale until the end of the 1968 model year.

Dyane sales, which were initially 47,712 shot up to 98,769 the next year to the relief of dealers, the factory and the press. For 1969 Citroën had a treat for Dyane 6 buyers, the engine increased to 33hp and 115 km/h (71.4 mph) top speed.

During the Dyane model run, rear quarterlights were introduced in 1970, having appeared on domestic market 2 CVs in 1966. The Dyane 6 engine increased to 35hp, and gained a 12 volt alternator for charging. By 1973, the exterior door handles with a pushbutton and finger grip appeared to be inverted so the finger grip pointed down rather than up.

In 1974 the steering wheel went to a single spoke design instead of the previous two spokes. For 1975, stainless steel bumpers with rubber inset strip, new grille, armrests on all four doors of the Dyane 6. The Dyane 4 was discontinued by 1976.

In 1976 Citroën experimented with special color schemes and trim on a limited basis with the orange-and-white 2 CV "Spot," making 1800 examples. For 1977, it was the Dyane's turn, with the Dyane "Caban," quantity 1500. Eagerly lapped up by enthusiasts, collectors, and boaters, the Navy blue and white color scheme and pinstriped details were unmistakable. The price of 16,130 F was unmistakably higher than the 15,660 F of the Dyane Confort.

On the technical front, the Dyane gained front disc brakes for 1978. This was followed in 1980 by a new plastic fuel tank of 25 litres (6.6 gals) instead of the previous 20 l (5.28 gals). The Dyane 6 Confort was 19,100 F in 1979, in 1980 the Dyane 6 price vaulted to 23,600 F, the engine rated at 32hp. Carburetion and other adjustments kept the horsepower figures fluctuating, plus a protocol difference between SAE horsepower and DIN, which reads lower. In 1981 the Dyane 6 was rated 30 hp but the price increased to 26,800 F. By 1982 the Dyane 6 acquired a choke control with orange illuminated knob. Was this worth 30,900 F? The final year of the Dyane, 1983, saw revised seat belt anchors and buckles, price 31,900 F.

Arguably the best legacy of the Dyane model range was the 1978 Acadiane, the name a contraction of AK- Dyane. This "truckette" style small van replaced the decidedly rustic 2 CV AK 250, 350 and AK 400. Ostensible benefits being, a better seating position, dash, ventilation, roll-down front side windows and storage cubbies in the cab. Plus the rounded leading edges of the body acquiesced to aerodynamic ideas, unlike the folded and crimped construction of the 2 CV AK series.



Above: The Dyane gained a third side window in 1970 well after the 2CV, and the finger grip on the door handles was inverted in 1973.



Above: 1980 Méhari, chassis number 10CA4040, engine 0486065922, purchased by Peter Mullin in 2015 in Europe.



Ironically the Dyane sedan was a Citroën project (Projet AY) relayed to Panhard to design and develop. The Méhari was designed and developed outside Citroën's design and engineering apparatus, then submitted to the company for review. Méhari, plural Méhara, means "Camel."

Citroën's off road adventures began in the 1920s and 30s with the Croisière Noire, Croisière Jaune and Croisière Blanche. Those vehicles utilized the Kegresse half-track system. Citroën explored the all-wheel drive light car concept with the 1958 2 CV Sahara, with two 425cc engines, one in front and one in the rear driving their respective axles.

Three persons initiated the project which became the Méhari. Industrialist Roland de la Poype, designer Jean-Louis Barrault, and engineer Jean Darpin. Working at Poype's S.E.A.B. (Société d'Exploitation et d'Application des Brevets) which specialized in plastic materials. The idea was an off road vehicle, approximately a Mini Moke, but with better ground clearance and less rust by using non-metallic materials for the body.

Poype cannibalizes his own 2 CV AK 250 by removing the entire body in order to use the chassis with short spars at the rear. The body proof of concept was modeled life size by cladding trimmed cardboard over a tubular metal support structure. The ultimate method was to use extruded sheets of Cylolac ABS (acrylonitrile butadiene styrene) that are thermoformed into shape. The theory was that ABS was resistant to small impacts, flexible, light, and could have the color impregnated into the material.

The first prototype built from ABS showed the flat, smooth sides of the body lacked structural rigidity. A second version with ribbed sides seemed to resolve the issue. The team now had to convince Citroën.

Jacques Wolgensinger of Public Relations and Mr. Puech from Publicity quickly realized the potential of the project and helped convince Pierre Bercot, Director General at Citroën to take on the proposal. In house engineers had to create from scratch blueprints measured off the prototype in order to be ready for volume production.

The Dyane 6 Méhari was introduced theatrically to the world May 16, 1968 on the golf course at Deauville. Not an auspicious date due to social unrest in France. Twelve pre-production units had been built at S.E.A.B. in Villejuif, with eight of them painted in different colors for the presentation. A number of female models had been hired to populate the vignettes produced by Citroën's publicity department for the press. Ironical that in production the Méhari only had four colors available at a time. Of course painting the vehicle could make it any color.

The Méhari was adopted by both police forces and motorsports adventurers who took the small open car throughout Africa and the Middle East. Raids such as the Belgian RAC's all-Méhari route from Liège-Dakar-Liège, or Citroën's A-series trek from Paris to Kabul and back where Méhara were seen in numbers. Not to be outdone, the next Raid was Paris-Persepolis-Paris using distinct routes for parts of the return.

Citroën was not done with the little camel, just yet. In 1979 the Méhari 4x4 appeared. This time the four wheels were driven from the single engine by using a driveshaft to a rear differential that included inboard disc brakes, making the Méhari and the AM General HMMV the only vehicles with four wheel inboard disc brakes.

The Méhari's front appearance was constantly in flux, with the arrangement of headlamps and turn signals varying, and a completely unique front for the USA. Eventually in 1978 a much desired removable grille panel made maintenance more convenient.

The Méhari only had 143,740 examples built with 1,213 4x4. Surprising as they seemed to be, and were, everywhere.



Above: The Méhari went through four versions of the front fascia design, with a fifth, unique design for the USA. This example is the newest home market version with a removable grille panel, so the whole front does not have to be lifted for maintenance.



Below: Upper body could be fully enclosed, open sides or naked. Vendors like ENAC offered plastic solid panelling for the roof or sides.



Rendezvous 2023

September 29 - October 1, Santa Maria, CA



Event Registration, \$25 per person, link below:

<https://citroencarclub.us/events/rendez-vous-2023-september-29-october-1/>

The Annual West Coast Celebration of all Things French and Motorized

Our host venue will be the Historic Santa Maria Inn in Santa Maria, CA in the heart of the Central CA Coast and wine country

SCHEDULE OF EVENTS

Friday:

Arrivals, check in and welcome party in our hospitality room
Dinner anywhere in Santa Maria

Saturday:

9:30 – 12:00 Scenic drive (with a few surprises)
12:00 – 2:00 Car Show, lunch, sightseeing Los Olivos
3:00 – 5:00 Swap Meet, Silent Auction socializing Santa Maria Inn
6:00 Cocktails in the Santa Maria Ballroom
7:00 Dinner in the Santa Maria Ballroom

Dinner includes salad, entree, dinner rolls, dessert, coffee, Iced Tea and water. Full bar will be available
\$55 per person.

Surf & Turf

6 oz. Certified Angus Beef Top Sirloin Grilled and Topped with Shrimp
Sautéed in a Garlic Herb Butter, Served with Roasted Baby Potatoes and Steamed Broccolini

Poached Citrus Salmon

Topped with a Light Citrus Segments and Beurre Blanc served with Wild Rice and Asparagus

Linguini Puttanesca

Braised Eggplant Tossed with Linguini and Topped with New York style Fresh Ricotta Cheese and Toasted Pine Nuts

ACCOMMODATIONS

We have reserved a block of rooms at the Santa Maria Inn for the group rate of \$124/per night.
Reservations by phone 805 928-7777 tell them you are with the West Coast Citroen RendezVous.

Rooms will be held for us until September 1

Make your reservation by that date to guarantee you will get the special rate.

Santa Maria Inn
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Phone:805 928-7777
<https://www.santamariainn.com>



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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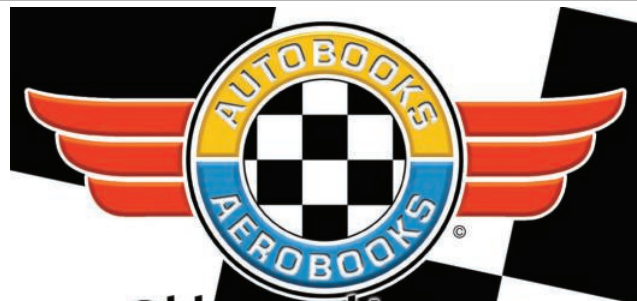
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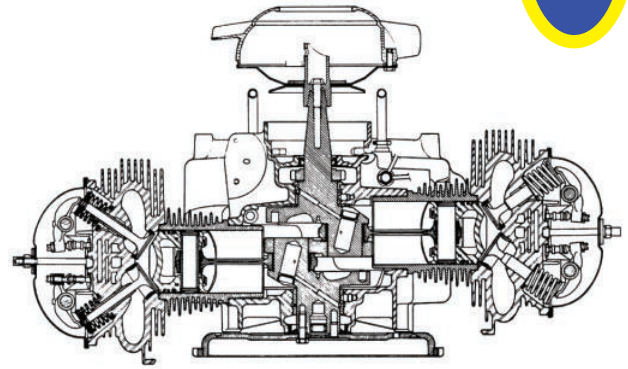
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Events are held semi-monthly, or more often, throughout Southern California. The club shares hosting of the West Coast Rendezvous with the San Francisco club, alternating years.

Annual membership is \$20.

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

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PCN Editor Allan G. Y. Meyer pcn.editor@gmail.com

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Next Issue: Raid BC concludes in Victoria BC.

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