

The Publication Of: Northwest Citroën Owner's Club - Citroën Autoclub Canada - 2CVBC - Citroën Car Club



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Dates(s)		Location	2020 Event Information
			DUE TO CHANGING COVID-19 CONDITIONS PLEASE CONSULT THE EVENT VENUES OR ORGANIZERS BEFORE ATTENDING
Apr 19 Sun	CA	Thousand Oaks	NOTE DATE CHANGE CCC Malamut Museum Tour. 10 AM 1121 Lawrence Dr, Thousand Oaks, CA. 91320 \$10 per person, includes soft drinks and light refreshments. Please RSVP by April 15 to: club@citroencarclub.us
May 3 Sun*	CA	Benicia	Artist Open Studio tour, possibly meal afterwards at a restaurant. www.sfrccc.org
Jun 7 Sun*	CA	Lodi	Kirk & Larry's Car visit + picnic in a park / winery nearby. www.sfrccc.org
Jun 21 Sun	BC	North Vancouver	BC Italian-French Car Show. This Father's Day delight has attracted cars which may be seen once all year. How many Ami 6 can you see all in one place? An adjacent food court with proper tables & chairs and indoor sanitary facilities elevates this show. For those travelling from Seattle, there are local hotels to split up the long driving days.
Jun 28 Sun*	CA	Franklin Canyon	Highway Earth Car Show. Multi-marque event, CCC gets a special French car section. Franklin Canyon Park, Beverly Hills, CA. Sign-ups at: www.highwayearth.com
Jul 12 Sun	WA	Seattle	Cit-Chat BBQ. 1 PM at Axel and Uschi's Call 206-439-0202 or e-mail info@2CVsRus.com for directions, RSVP not required. Bring: Meat for BBQ and/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 will be covered. NWCOC Silent Auction! Bring: Please bring items to donate to the NWCOC 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!
Aug 5-9*	PL	Torún	17th ICCCR 2020 in Toruń, Poland. https://www.icccr2020.pl/english/
Sep 18 -20	CA	Pismo Beach	Rendez Vous 2020. This year at the Shore Cliff Hotel, 2555 Price St, Pismo Beach, CA 93449 Details and registration form on page 18. www.citroencarclub.us Online Registration: https://citroencarclub.us/events/rendezvous-2020-september-18-20/
Oct 18 Sun*	CA	Colfax	Tech Day in Colfax, in conjunction with Evan & Janie's annual potluck. www.sfrccc.org
Nov 1 Sun*	CA	Van Nuys	Best of France and Italy. 9 AM - 4 PM, Woodley Park, Burbank Blvd at Woodley. One of Southern California's best attended events, this event is well worth an afternoon. Typically has food and swap meet vendors along with the cars. See www.franceanditaly.com
			* Indicates event not sponsored by CCC-NWCOC-CAC



Hello! I found you on the web, searching for answers to the following question... Do you have any resources for a reputable Citroën mechanic in Portland, OR?

I'm thinking of purchasing a contemporary diesel Citroën, not a vintage automobile. Please let me know if you or your members have any particular recommendations, as finding a reputable shop is one of the primary criteria I'm taking to heart in considering this purchase.

Thanks very much for any help you might offer,

Adam Benjamin, <sbenjam@gmail.com>
Portland

- From Susan Redd

In 2002 I saw a 2 CV at the ICCCR in Amherst that had the words to "The Little Prince" written all over its panels. Tony Stokoe wrote of it and snapped a picture of a fender. Does anyone know what has become of this unique car?

"The star prize I thought should go to a perfectly standard early '80s 2CV6. The French owner had meticulously written the entire book of Antoine de Saint-Exupéry's 'The Little Prince' in indelible black marker over every steel panel. French on one side of the car, English on the other. Small children were kept entertained for hours."

- From Nino Catorse

Thanks for taking news of my 2 CV. Xav is right, "La Petit Prince" is a bit faded. The black marker wasn't so indelible, but especially the heirs' lawyers were menacing...

However, its license plate (1900 XP 14) will continue ;-) "1900" is the year of Saint-Exupéry's birth.

AUGUST 5-9 2020

Dear Citroën Fans,

We are happy to present the third ICCCR Newsletter. Below You will find information concerning our promotion movie.

Today we started our promo channel on YouTube - 17ICCCR2020 Torun

<https://www.youtube.com/channel/UC0Ffh1ApCkHdWB20bDFRT8g>

You will find there our promotion movie: Long version:

<https://www.youtube.com/watch?v=WDvN2SFPZZQ>

Short version:

<https://www.youtube.com/watch?v=CaPDQKe6UUI>

Promo film shows tourist attractions of Toruń and Region, like Chełmno, Golub Castle, Szafarnia Chopin Centre, Biskupin, etc.

Please share it with Your Club Members and other Citroën Fans. Additionally we placed there films about Toruń, and recent 2CV World Meeting in 2015.

In a few weeks we will publish other films about future ICCCR Events and places which are worth seeing. Please stay tuned!

Yours sincerely

ICCCR Organisation Team

<https://www.icccr2020.pl/english/>



Local Events Recap

PCN Editorial Staff, Images from Bibliopitucs Alanskii

Art Center Car Classic

The theme was One of A Kind - Cars that Stand Alone. Which explains the variety of vehicles from the 2019 Canoo Alpha prototype to a 1903 2-cylinder Cadillac. Some vehicles were studies, others were promotional or factory tour cars, some handmade and some supercars intended for production where the enterprise failed with a single car built.

France was represented by Citroën ID 21 F and SM, Matra-Bonnet Djet VS, Talbot-Lago, Bugatti, and a Renault R5 Turbo. Italy volunteered FIAT Nuova 500 and 500, 600 Jolly, Multipla, and a factory tour vehicle, Ferves Ranger, Maserati A6G, the Lancia Stratos prototype, Alfa Romeo 6C 2500 Ghia Supergioiello, Laverda Jota, Vespa 150 GS, and DeTomaso Pantera.

Japan offered; Toyota Land Cruisers, Mazda Miatas, Nissan Figaro. The Germans stated; Audi TT Coupe, Porsche 911 and Panamera Hybrid, BMW Z1, two i3- at the electric vehicle charging station, Mercedes racecar transporter reproduction and gullwings, VW Beetle, New Beetle, Mexican race dune buggy, Horch 853A.

From the UK; BMC Mini and Hustler 6 Interstellar Space Shuttle project, Lotus, Morgan, Hooper-bodied Bentley Mark VI, AC Cobra, Lotus Esprit.

US entries; 1903 Cadillac and customized 1956 Cadillac Limousine for Francisco Franco's regime, Nash Metropolitan, Corvette C8 and Stingray, Ford GT40, Mustang, Bronco and Thunderbird, Pontiac Vivant concept car, Jeep Wagoneer Moab, Lucid Motors Air, Packard 120 LeBaron, Cal-laway C7R, Bowden Spacelander bicycle, Indian hillclimber motorcycle.

Individual projects; Aria FXE, Arex by Dave Stollery, 1957 LeMans Coupe full size mock up by Strother MacMinn, Henrik Fisker's Tramonto V12 Turbo, ABC 500 motorcycle, Raeser Tachyon Speed, Chechie Böhmerland 600 motorcycle with many others on the field. Eminently worth the time spent in spite of ash fall from the local wildfires.



Above: Duesing's immaculate ID 21 F displays the modular body panels, front suspension details, inboard disc brakes, and unmistakable color.



Above and Below: 1965 Matra-Bonnet Djet VS. Matra was known for mid-rear engine designs and space utilization in the cabin.



Above left and Below: trio of cars that every 1970s teenager should have had on their bedroom wall, not least for their movie appearances. Lotus Esprit, "The Spy Who Loved Me" (1977), DeTomaso Pantera and of course, Citroën SM, "The Longest Yard" (1974). All three are technically interesting.



Art Center Car Classic



Above: 1959 Bowden Spaceland.
Right: 1937 Talbot-Lago 150 CS courtesy of the Mullin Museum.



Above: 1947 Maserati A6G / 2000 prototype. Inline 6 engine.



Above and Below: Bugatti- is this what a million dollars looks like?



Above, Below: 1983 Renault R5 Turbo. Hulked out Le Car, who knew?



CCC Fête de Noël at Restaurant Taix

Taix is a *table d'hôte* style restaurant which opened in 1927. Taix (pronounced TEX) has operated at the 1911 West Sunset Blvd location since 1962. With ample, multiple parking lots and valets, the spacious, multi-roomed establishment serves family style meals. The West Sunset Blvd location near N. Alvarado and Echo Park has clearly changed over the decades, due to the number of homeless tents placed shoulder-to-shoulder under the freeway overpasses. None of which detracts from the well-decorated dining rooms and spacious lounge, though the chains and padlock on the front door raised some questions.

The meal of course comprised salad, entrée of your choice and dessert, with table service, for under \$30. The cuisine was not fancy but being French was flavorful and properly prepared which is not something one can always say in this region.

CCC President Chuck Forward announced future events to the suitably filled dining room, and called a brief business meeting afterward. This was an enjoyable afternoon activity, and the place was not overly busy. We got to experience Taix before, the lore goes, the location gets redeveloped in the infamous Los Angeles tradition.



New DS 9 Introduction

From Media Citroën International

At first, DS 9 will be offered with a new **E-TENSE** plug-in hybrid powertrain comprising a PureTech turbocharged petrol engine with an electric motor combined to deploy 225hp and capable of going between 40 and 50 km (24.8 to 31 mi) WLTP in zero emissions mode courtesy of an 11.9kWh battery. The electric motor, through an eight-speed automatic gearbox, can deploy maximum power of 80kW (110hp) and 320Nm. It is used for driving off from a standstill, boosting acceleration at any speed and for driving in zero emissions mode up to 135km/h (84 mph).

Electric mode is always automatically selected on start-up to maximize efficiency. It is complemented by a Hybrid mode, designed to automatically control the different types of energy by driving 100% electric, 100% petrol or combining the two if the situation requires it.

DS 9 utilises an energy recovery system that re-charges the battery in deceleration or brake phases, amplified with an enhanced Braking function selected by pulling back the gear selector and displayed as 'B'. In addition, an E-Save function guarantees there's always selected levels of battery-stored energy to do chosen parts of the journey in Zero Emissions mode (one of several levels available), for example when the driver knows they will be going into LEV areas or town centres. The 7.4kW on-board charger enables the battery to be charged in 1hr 30minutes from home or public charging points using the cable supplied as standard.

A range comprising E-TENSE and petrol power. The line-up will shortly be topped by two more E-TENSE power units – the first with 250hp, 2-wheel drive plus increased range capability, and the second – 360hp with an intelligent 4-wheel drive transmission.

In China the 250hp E-TENSE model will be offered from launch.

A 225hp solely PureTech petrol engine model will also be available. All models are equipped with a smooth and fast- changing eight-speed automatic gearbox.

What if comfort in the back seats was the same as that in the front? With **DS Lounge**, DS Automobiles is offering first- rate expertise to DS 9 occupants. The sophistication of quality materials integrated on wide open surfaces, with a dashboard completely swathed in Nappa Leather and the watchstrap design of the seats supplements the care that's been taken over every detail. The crystal-shaped touch-sensitive buttons, the Alcantara® that covers the roof lining and the sun visors, and door handles that are wrapped by hand in leather invite you to touch and appreciate or feel them.

With its long 2.90 m (114 in) wheelbase, DS 9 offers a huge amount of space in the back seats. Seats are heated, cooled and massaging, a first in the class. The central armrest plays a part in the overall comfort, boasting features from segments above such as leather upholstery, storage areas with built-in USB ports, controls for the massaging seats and multi-colored welcome lighting.



Electronic Edition



DS Active Scan Suspension

With DS Active Scan Suspension, a camera scans the road, level sensors, accelerometers and drivetrain sensors record every movement and the system prepares the damping of each wheel for road imperfections in order to improve safety, serenity and provides ride comfort without equal. This 21st Century DS suspension combines the hushed comfort of a prestigious saloon with the dynamics of a Grand Touring coupé.

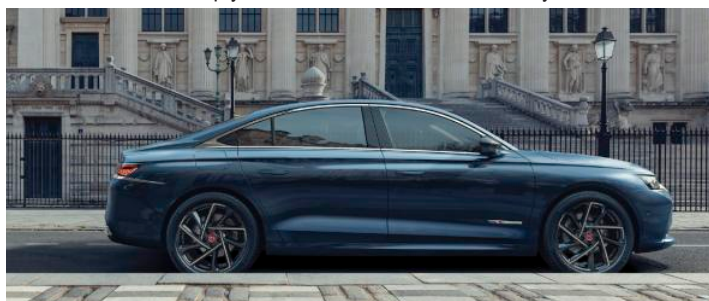
DS Active LED Vision

In addition to looking good, DS Active LED Vision adapts in width and range to driving conditions and the car's speed. Five lighting modes activate automatically. *Parking*, *Town Beam* - width of the beam increases after five seconds of driving, *Country Beam* - focused ahead from 50km/h (31 mph), *Motorway Beam* - range increased from 110km/h (68.3 mph), *Adverse Weather* - the power of the modules increases and intensity of the main projectors is reduced. The "turning headlight" function and High Beam (automatic switching of road lights and sidelights) complete this feature. By lighting the road better and further ahead or with a wider light beam, the driver – and their passengers – enjoy greater safety.

DS Night Vision

DS Night Vision is exceptional at reading the road at night. Its infrared camera in the front grille detects pedestrians, cyclists and animals on the highway up to 100 m (328 ft) ahead. The driver gets a picture in infrared on their large digital instrument display and will see danger outlined in yellow, then in red. Alerted like this, they can then react.

With a length of 4.93 m (194 in), width of 1.85 m (72.8 in) and large 690mm (27 in) diameter wheels, DS 9 is more striking than other saloons in its class. It uses a new version of the EMP2 - Efficient Modular Platform 2- architecture with a longer wheelbase not used with a saloon car before, which greatly benefits the rear passenger space. Its design has a sleek silhouette with a steeply raked rear window, fastback style.



Winter 2019 - 2020

RétroMobile 2020

Story and Images from PCN Editorial Staff

A man named Marc Nicolosi was a well-known restorer of classic cars in France in the 1960's. In 1974, he was asked to organize a temporary auto show called Alpha Auto that was held at the Vincennes train station in Paris.

Following the huge success of Alpha Auto, Marc Nicolosi was inspired to launch an annual auto show, which became known as Rétromobile. The first Rétromobile was held in Paris in 1976, thus making this year a 45th anniversary.

As we all know, the central core of Paris is surrounded by a ring-road called the Boulevard Périphérique, a multi-lane freeway that encircles central Paris. There are slightly over 60 access roads where cars and pedestrians can cross the Périphérique to get in and out of the central core of Paris. So almost literally, these access roads are the doors (portes) of Paris. One of these, Porte de Versailles, is located in the southwest corner of the city, so-named because it leads to and from the nearby city of Versailles.

Rétromobile is held at a huge EXPO hall that is located directly adjacent to the Porte de Versailles. The EXPO hall occupies nearly 2.5 million square feet, with multiple large exposition buildings, meeting rooms, and auditoriums. Rétromobile is now so large, it has outgrown any single building in the Port de Versailles complex, and now occupies three (something fairly easy to miss if you are not paying attention).

Rétromobile, always held in the month of February, is a smorgasbord of all things related to transportation. Vintage motorcycles, boats, tractors, military vehicles, tanks, small planes, and trains have all made appearances at Rétromobile. But the mainstay of Rétromobile is the automobile. This year, one of the themes was the Czechoslovakian car manufacturer, Tatra. Rétromobile also has a plethora of vendor booths, selling parts, clothing, tools, toys, and other auto memorabilia.

Citroëns are always present at Rétromobile, but this year, the Citroën offerings were notably less dominant than in prior years. For me, the most interesting Citroën making an appearance this year was the very first production SM. It had been sympathetically restored, but had clearly been used as a driver.



Above: Tatra 603, first 1956-62 series with 3 headlamps under glass. The 2545cc V8 air-cooled rear engine makes a hilarious sound like a VW Beetle crossed with a small-block Chevrolet.



Above: The SM serial number plate from under the hood (000001):





Above: Germany produced several variations of the three-wheel truck, this one is a Goliath GD 750, note the name "Goliath" on the side.

Below: The Tempo Hanseat looks almost identical but the technical specifications are worlds apart. The Goliath above is rear wheel drive and the Tempo is front (single) wheel drive with the engine mounted over the front wheel - and it moves with the steering.



Tech Tip - DS Gage Housing

PCN Editorial Staff

The plastic dashboard gage surround on 1970-1975 DS's are all getting old, brittle, and unsightly, at **right**. Often the corners snap off when you tighten the screws and the silvered (plasti-chrome) edges are peeling or flaking off. The only solution has been to track down a good used part, something very hard to do at this point.

But alas, an amazing reproduction has been made! It is an exact copy of the original gage surround. It comes with new clear plastic windows for the three round dials and for the gas / temperature gage windows. It also comes with the three plasti-chrome rings that surround the gages.

These have come on the market recently and we decided to give one a go. When we opened the box, it really was amazing. This is not a low-quality reproduction. Instead, it is an exact replica of the original in shape, texture, and quality, at **right**.

There is a hitch though; it comes disassembled. The original gage surround is made up of a handful of plastic and metal parts that were thermally welded together (small tabs were heated to melt each tab over the mating part). The new unit comes with all of the visible parts, but there are a few hidden parts that you must transfer from your old gage surround to the new one. This means that you have to glue or thermal-weld a few of the old parts onto the new part.

I used a Dremel tool to grind off the old thermal welds and then carefully removed the parts I needed to transfer to the new unit. Then I had to figure out how to thermally weld the tabs to lock it all in place. I found that a small metal dowel heated with a propane torch produced decent looking thermal welds (not as good as the original, but pretty good). Glue might be another option, at **right**.

As you can see, the result is perfect, **below**.

The cost of this part is a tad below US\$200. Shipping from Europe can add quite a bit (roughly another US\$100 is the minimum overseas shipping charge from the supplier that I bought it from), so it makes sense to order a larger quantity of parts in the same order. Suggested source is: www.CitroenDS.net



Ivan Frank, Denver Citroën Dealer IV

From Georges Citroënon, Images from Ivan Frank

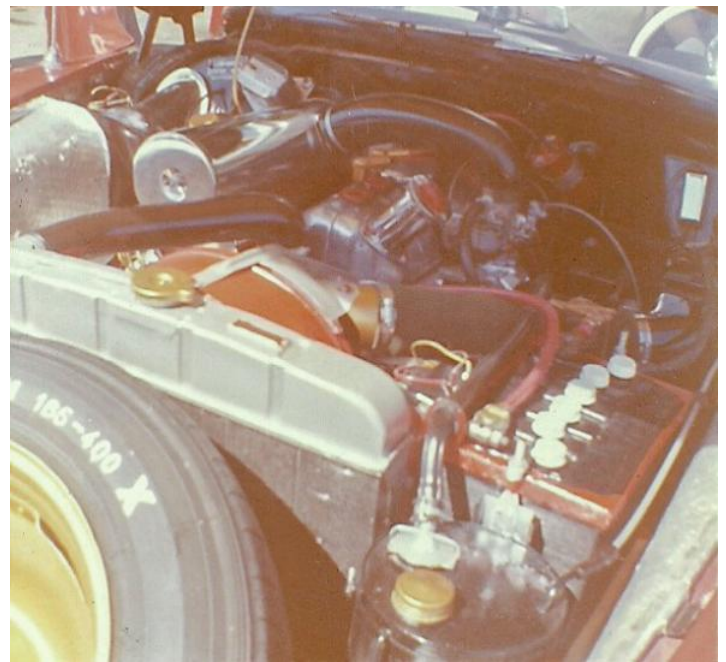
CONCOURS CONTESTS

Concourse contests (of the era were) different from a restoration contest. To win, your car must be as clean and pretty as possible. In this attempt, all engine parts usually are painted or chromed. Keeping the car in its original condition/color was not the goal here!



All the body parts of the car have been removed to show the undercarriage. In the black and white pictures, it is hard to see but several parts have been painted in a golden color. It must shine!

IVAN: "To achieve the desired result and get some extra points, often the engine and its components were polished, chromed or painted."



Mullin Museum Revisited VI

PCN Editorial Staff, Images from Bibliopliuics Alanskii

Pierre Boulanger's reinvented Toute Petite Voiture project, baptized 2 CV, was introduced at the 1948 Salon. His idea was for a basic, low cost, lightweight vehicle equivalent to a cart and two horses, minus the horses. Famously termed "four wheels under an umbrella," Citroën's engineers had worked on the TPV for years starting in 1936, finding every way to simplify, economize and save weight. Aluminum and magnesium were tried extensively in the body and chassis, the roof and trunk made of fabric, a single headlamp, no exterior door handles with split folding front windows for access and hand signaling. A permanent hand-crank starter to save the weight of a battery and starter motor. The TPV looked like its description, an umbrella crossed with a Quonset hut, while revealing no sign that years of engineering had gone into the project. Most of the innovations were underneath.

When the war had started in 1939 all new car projects halted. There was a requirement and an opportunity to rethink many aspects of the TPV design, most notably use of materials. The alloys were hard to work with on a production line, and damage to supply chains and factories meant general restrictions on all materials, even after hostilities ceased. The TPV was slowly reinvented in steel, and eventually every aspect of the suspension, engine, transmission and body was reconsidered and redesigned.

The vehicle at the Salon in 1948 vaguely resembled the TPV in its half-circle, flat-sided appearance, still four wheels, four seats, four doors. Fabric roof and trunk cover. Long travel suspension for driving over plowed fields. The TPV had provided split front windows where the lower half folded out to allow the driver to make hand signals for braking and turns, this carried through to the 2 CV. Obviously new features; four speed gearbox, glass windows, a battery and electric starter, external door handles, two headlamps and two parking lamps. Seats were removable tubular assemblies which cleared nearly flat floor space. The 2 CV seats were much more useful than the TPV's comprehensive permanent seat bases, with their wobbly hammock-like seatbacks suspended from the roof by wire. Engine was still 2 cylinders, but now air-cooled at 375cc, 62mm x 62mm (2.4409 in) bore and stroke, 9 actual horsepower. This air-cooled power plant would launch Citroën as the maker of a whole range of air-cooled engines until 1996 with the Oltcit / Axel.

The 2 CV, announced at FF 185,000, did not penetrate the market quickly with only 924 examples built for the 1949 model year. The French were perplexed at first, the car's appearance was charitably described as not pretty, and the roly-poly suspension humorous. There was some consternation about not being able to see under the hood.

For 1950 only 6,176 cars were built but the 2 CV price increase to FF 228,000 seemed acceptable to customers who were starting to catch on to Pierre Boulanger's grand idea. Details changed, the parking lamps on the front fenders disappeared, headlamp buckets were black, and the car body only one color, medium grey metallic. The fact that customers were willing to be placed on a waiting list was promising. The notion that the wait time could be up to six years validated Boulanger's 14 years of work. Pierre Boulanger did not, however, get to see his baby 2 CV grow up because he died at the wheel of his 15 SIX D on the Paris to Clermont-Ferrand highway at the end of 1950.

The Traction, in its 16th year, still held sway over the French popular priced 11 - 12 CV market thanks as always to its road-holding and front



Above: 1952 2 CV A, 375cc 9 HP. Chassis 30242, Engine 003706. Peter Mullin acquired this example in Europe in 2015.



Above: 1952 2 CV shows the fabric roof and trunk covering with the small rear window. The license display area is divided in two parts, so only one lamp is required to light the registration numbers that were frequently painted directly on the car body. **Below:** In the early years, the 2 CV had no brake lights or turn signals. There was a single red reflector at the left, and the license lamp would have a translucent red cover.



wheel drive which competitors like the Renault Frégate and Ford Vedette could not match. The Citroën 11 and 15 received new fender trims with crosshatching and borders. Seats became Pullman types losing the tubular backrests. Compression ratio increased from 6.2:1 to 6.5 starting in April, carburetors switched from 35 to 32, horsepower remained the same. During March, April and May of 1950 a strike meant that the 11s were fitted with different rims- with 12 slots. The solid rims returned afterward. Total car production for 1950 was 59,676.

In 1951 the 2 CV finally reached reasonable production numbers, 14,750 with the only noticeable change being the headlamp buckets were body color. A "camionnette" utility version of the 2 CV came on the market. The 2 CV sedan price was up to FF 283,000 in May, 1951 compared to FF 239,400 in October, 1950. In the Traction line, a 2-spoke steering wheel was new along with a flat air filter housing, and a taller, more flexible dipstick. The 15 SIX acquired large, shiny, straight, grooved bumpers, and two small vent flaps on either side of the grille. The small fender-mounted parking lamps from 1940 returned. Traction prices now eclipsed the half-million mark at FF 514,000 for the 11 Légère, and FF 547,000 for the 11 Normale. The 15 SIX D price was up to FF 739,000. Car production for 1951 reached 68,850, more than triple 1947, Citroën's first regular year after the war.

In 1952, the 11 Légère got a small winged emblem to cover the hand crank opening in the grille. 2 CV price increased to FF 341,870 in May, holding the line short of doubling since the introduction. Also in May, the Traction gained flashing turn signals on the tops of the front fenders and on the C-pillar with small parking lamps at the top of the B-pillar between the doors. The 2 CV folding windows for hand signaling continued as before. In June, Traction's windshield wipers moved to the base of the windshield and rims received 4 narrow slots around the perimeter. Total 1952 car production, 84,150.

By 1953 the beloved Traction was showing its age. The competition indicated a larger trunk for a start, so Citroën doubled the volume by adding the famous "bustle" which included changes to the fuel filler tube and increased the overall length of the 11 B Légère to 438 cm (172.4 in) and the 11 B Normale to 463 cm (182.3 in). While the house was willing to fluff the Traction with upgraded interior trim and materials, the single body color available remained black. Naturally, Citroën's foreign subsidiaries



Above: 375cc air-cooled two cylinder engine hidden behind the fan, oil cooler and integral 6V generator. Ignition points, mounted on camshaft, fire a double-ended coil at center of the headlamp bar, so no distributor.



Above: The dash panel held an ammeter, but the speedometer was mounted above and left of the steering wheel under the windshield. The speedometer cable also drives the wipers so the faster one drives the faster they wipe. The split windows fold out to allow hand signals from the driver. A small grommet usually holds the windows open, but they can fall shut on unsuspecting elbows.



Above and Right: The removable tubular seat frames hold dozens of rubber bands suspending canvas and wire panels which in turn support the thin cushions. Once the seats are removed a mostly flat floor is revealed.



Mullin Revisited Part VI

had more leeway in color choices. By this time car production reached 95,960, more than 4.5 times the output in 1947. Not only was Citroën recovered from the war, there was tremendous hustle and bustle behind the scenes as the engineers had been working intently on the VGD project, the "Voiture de Grand Diffusion." Work on a new suspension system was just about to spill over into the Traction Avant range for 1954.

* * *

Across the English Channel, Citroën Cars, Ltd. were busily building the local version of the Traction in their factory at the Slough Trading Estate. Due to factors like the 1915 McKenna duties, a 33.3 percent levy on imported luxury goods like motorcars, Traction had to be assembled in the UK with a substantial percentage of locally sourced components. This was hardly an issue for an establishment which had been operating since February, 1926, founded by André Citroën himself. Citroën Cars Ltd's performance during the war was outstanding, assembling 23,480 Canadian Military Pattern trucks, among others, working 24 hours per day from 1940 to 1945. Due to this, the factory was in a favorable position at war's end. Undoubtedly, the fact of never being bombed by the Luftwaffe helped.

As one of the first foreign car manufacturers permitted to resume production, the caveat was that the majority of cars were to be exported. The need for foreign currency and a 50 percent Purchase Tax on domestic sales of medium size cars ensured that this was the case. When regular assembly operations began in early 1946, the only model offered was the Light Fifteen saloon (11 B Légère). In 1946, 1,199 cars were built, in 1947, 1,838, in 1948, 2,485 cars. These first Light Fifteens basically mirrored the pre-war specifications except that the only two colors were black and beige, Pilote wheels and flat bumpers were used, but the price went up to £ 573 including Purchase Tax, £ 200 more than 1939. The Six-Cylinder returned to the market in 1948, with its walnut dashboard, leather seats, luxurious carpet, effortless 70 mph (112.6 km/h) ability and a price tag of £ 1086 including £ 236 Purchase Tax. The Six appeared solid, restrained and traditional in a time and place where these qualities were valued over expediency or flash.

In order for Slough-built Citroëns to qualify for Commonwealth export, 51 percent of the value of the vehicle had to be of UK origin, including labor and overhead. This meant that Slough was quite independent from Paris. That is not to say that assembling a Traction was just a matter of substituting UK-sourced parts for French ones and putting the steering wheel on the right hand side. Only assemblies like engines -naked-, gearboxes, suspension and drive shafts, steering racks and body stampings came from Paris. Slough had to source, and get approved, everything else. The list included carburetors, air filter assemblies, fuel pumps, a complete 12-volt electrical system from battery to bulb including generator and starter, ignition system, radiator, torsion bars, shock absorbers, braking system, window glass, trim inside and out, dash instruments, bumpers, tires, etc.

Slough built many items on site including dashboards, seats and trim, and did their own plating which is why UK cars have noticeably more brightwork than their French contemporaries. Now the raw car body components from France required a lot of handling to make ready, including filling in the left-hand drive holes and openings in the bulkhead, and creating new ones for right-hand drive. Welding the superstructure of the body to the platform had to be done by hand at Slough after trimming off 11 mm (0.43 in) of metal which was specified for the automated FEDERAL welding machines in France. Roof filler panels and rear and scuttle shelves were spot-welded. Brazing and soldering finished joints all over the body. The B-pillars - center door posts - had to be slotted to install UK Trafficator semaphores. Slough of course performed complete paint and finish and thus could offer their own color palettes.

Ironically, in France in 1952 the Traction line, though loved, was showing its age. In the UK, reviewers stated that the Traction had a high "common



Above: The 2 CV, emphasizes simplicity, economy and light weight.



Above: 1954 Slough-built Light Fifteen (11 B Légère), Chassis 9531532, Engine AN16933. Peter Mullin purchased this example in 2015. Slough used ample brightwork compared to French models, but placed the double chevron emblem behind the grille for a touch of restraint.



Above: Slough cars made ample use of British trim and fittings due to local content laws. Wood trim and dash holding locally sourced instruments are seen.

sense" factor and continued to appreciate the rail-like cornering which made the cars famous then and now. The Big Fifteen (11 B Normale) re-entered the market to very limited numbers. For 1954, the Six Cylinder would, like its French counterpart be given a new lease on life thanks to secretive, furious work on a new suspension.

Citroën Cars, Ltd, would commit a substantial faux-pas the next year, halting all Traction Avant assembly with six months' orders on the books-400 cars uncompleted. Apparently the tradition-minded UK and Commonwealth Traction customers never fully forgave this decision.



Below: Seats and upholstery were entirely made at Slough, so materials and colors were totally independent of Paris. The goal was to provide the restrained yet plush feel of a club setting, in a medium size car.



Below: The bumpers, overriders, lights, wheel covers, trims and especially the script "Citroën" badge were proudly British-made.



CITROËN CAR CLUB ONLINE STORE

<http://citroencarclub.us/shop/>



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



T-Shirt White \$15
Sizes M, L, XL, XXL. On Back "Blue D" picture



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Sizes M, L, XL, XXL
On Back "Will work for parts"



Rendezvous 2018 Shirt \$15.



Key Fob \$8
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FOR SALE

1983 Citroën BX petrol. Includes some extra parts. Car ran about a year ago, but may or may not run now. Located in Port Townsend, WA. Must sell quickly. Make offer. Contact Heather at (360) 316-9117. PCN #81



1972 DS21 Pallas. Current mileage approximately 58,500 miles. Air conditioning. Lots of improvements since I bought it in 2005 at approximately 49,000 miles from the second Los Angeles owner. Improvements include sphere replacement, exhaust system replacement, new carburetor, new tires, new alternator, rebuilt steering rack, radiator flushing, new distributor with electronic ignition, battery (2016), replaced carpeting and interior door panels, new headliner, and engine rebuild by Citroën Concours in 2010 (53,200 miles). Extensive work in 2012 by Chris Middleton (Seattle) including transmission repair, brake sphere repair, water pump repair and tune up. Stereo with CD player has been installed. Oil changes were done a minimum twice per year. Needs some body work and paint, minor detailing, and AC work to be complete. The AC has a new rotary compressor pump and tubing, however, final connection requires change to "O-ring" fittings. I do have the old reciprocal AC compressor pump and taper connectors. I have a fiberglass boot lid replacement as well as many other parts. Car is in Spokane, WA. It has not been driven in winter conditions. I will provide more photos of the car, if requested. \$22,500 USD. If interested, please contact me by e-mail, dttwigg@gmail.com. Phone (509) 994-0214. PCN#81



1988 Peugeot 505 STX, automatic, 80000 miles, spare transmission and more new and used spare parts. Contact Rado Stoian at: radus505@yahoo.com PCN#81



1988 Peugeot 505 SW. 3.0 V6, 5 Speed manual, ABS, spare engine, transmission and more new and used parts. Contact Rado Stoian at radus505@yahoo.com PCN#81

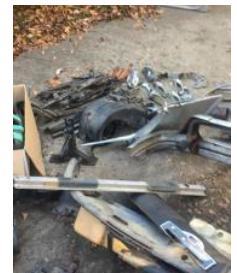


1962 2CV. This car used to belong to Paramount Studios and was used in the movie "Indecent Proposal" with Robert Redford and Demi Moore. The 2CV has a new top, reconditioned heads and valves. Needs ignition coil and TLC. Located in Arlington, WA. For info call Rudy 425-870-8740. Asking \$5500.00 OBO. PCN#81



PIÈCES DÉTACHÉES

USED 2CV/Méhari Parts; Méhari windshield, Hood, ripple bonnet, Brake drums, Wheel/Tire, Damper, suspension, Pulley, engine, Lug nuts, Springs, suspension, Latches door/window, Dash, AZ, Headlight Méhari, Trim strips, Cables, clutch, etc, Air Filter, K&N Contact for pricing: Jack Hillyer, rasky38@gmail.com. PCN#81



1969 DS21 Pallas - Stainless trim parts, glass, door parts, etc. See photos. Too many parts to list. Please inquire. Lloydminster Alberta. Ron Walsh: ronwalsh55@telus.net PCN#81

DS Rear Window, Used Fits all years DS/ID/D- Special. Excellent Condition, no scratches. **NOW FREE** Tom Farrell, Cell 425-301-3297, Home 425-957-0061, tomf@westernindustrial.com PCN#81



NEW 2CV/Méhari Parts; Front fenders, Tinted windshield with rubber, Muffler and exhaust parts, Front bumper with inserts, mounts, Mirrors, outside, Mudflaps L&R, Door Handles for suicide doors OEM, Moldings for body, chrome, Headlight bulbs yellow 12V, Vent knob, Gas cap, locking, Ignition 123 new in box, Speedo AZ, 0 km, Lights, interior Jack Hillyer, rasky38@gmail.com. PCN#81

For **TA 11CV Légère** brand new 13-piece carpet set. They have sent me the wrong carpet set as I have an TA 11CV BN

Will sell for best offer. Nico. email: tsofca@msn.com. PCN#81



FRANCOMOBILIA

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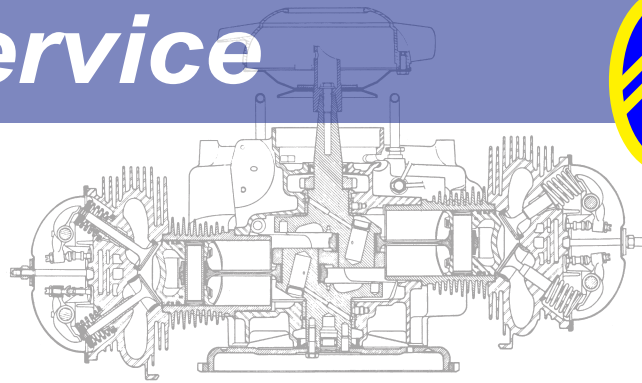


Citroën Greeting Cards, original illustrations, full color. 26 images to choose from. 6 cards \$20, 9 cards \$30, 12 cards \$40, 24 cards \$80. Prints, 11x14, signed and numbered, \$29 each. Alan VanEss, 1357-B Camino Peral, Moraga CA 94556. email: alanvaness@sbcglobal.net www.Citroëncity-vanessstudio.com. PCN#81

Books Service manuals: Traction, 2CV, Dyane, Ami, ID, DS, CX, XM, AX, BX, ZX, Xantia, Saxo, Visa, C15, more! Parts manuals for 2CV family. Marque history books for 2CV, ID, DS, XM, Traction, Méhari and SM. Contact books4cars at www.books@books4cars.com or call 206 721 3077. PCN#81

Original Sales Brochures: All Citroën models, interiors, and features. Prices per year. 1956-60, \$25; 1961-64, \$20; 1965-69, \$18; 1970-present, \$15. Add \$3.85 shipping/handling. Also have literature for other cars and trucks, worldwide. Walter Miller, 6710 Brooklawn, Syracuse NY, 13211. Phone: 315 432 8282, FAX: 315 432 8256, www.autolit.com. PCN#81

Parts and Service



PARTS and SERVICE

NAME	LOCATION	SERVICE	CONTACT
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
Chris Middleton	Seattle, WA	Restoration and parts - All Citroën models	206 523 4179
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	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
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
Metric Motion (Garret Van Hylckama)	Flagstaff, AZ	Citroën Service	928 774 7693
SM World (Jerry Hathaway)	Valencia, CA	SM parts and repair	smworld@sbcglobal.net
Summit Insurance Advisors (Barry Singer)	Scottsdale, AZ	Property & Casualty Insurance for classics, AZ and CA	www.summitinsuranceaz.com
Walter Miller Auto Literature	Syracuse, NY	Vintage Auto Literature	autolit.com
Western Hemispheres (Miles Potter)	Santa Cruz, CA	Parts for Citroën, Peugeot, Renault	westernhemispheres.com
2CVsRus (Axel Kaliske/Ursula Walter)	Seattle, WA	Quality 2 CVs, repair service, restoration	2cvsrus.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
ECAS 2 CV Parts	England	2 CV Parts	ecas2cvparts.co.uk
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.



Rendez Vous 2020

September 18, 19, 20, 2020

PISMO BEACH

The Annual West Coast Celebration of
All Things French and Motorized

A new oceanfront venue on Pacific Coast Hwy
on the Central California Coast,
the Shore Cliff Hotel

Friday:

SCHEDULE OF EVENTS

Arrivals, check in and welcome party in our hospitality suite
Dinner anywhere in Pismo Beach

Saturday:

9:30 AM – 12:00 PM Grand Rallye Amusant
12:00 PM – 2:00 PM Car Show, lunch, sightseeing Avila Beach
3:00 PM – 5:00 PM Swap Meet, Silent Auction, Pétanque at the Shore Cliff
6:00 PM Cocktails at the Ventana Grill, next door to the hotel
7:00 PM Dinner at the Ventana Grill (Pacific Room)

Rendez Vous 2020 Registration

ONLINE REGISTRATION AND PAYMENT: <https://citroencarclub.us/events/rendezvous-2020-september-18-20/>

Please fill in your details in this form. Please include a check to complete your registration. You will receive confirmation by email. Registration must be completed by September 14. Registration will be available at the event.

First Name _____ Last Name _____
Address _____
City _____ State _____
Zip / Postal Code _____ Phone _____
Email(required) _____
Number of People Attending? _____
Names _____
Names _____
Cars _____

Registration	US\$ 55.00 _____
Saturday Banquet Entrée	
Charbroiled Tri-Tip	US\$ 49.00 _____
Fresh Salmon	US\$ 49.00 _____
Pasta Primavera (Vegetarian)	US\$ 49.00 _____
Total	_____

Please return this form with payment to:

Citroën Car Club, Treasurer
28345 Foothill Drive
Agoura Hills, CA 91301 USA



VENUE DETAILS

Shore Cliff Hotel

2555 Price St, Pismo Beach, CA 93449 United States

Phone: 805 556-3024

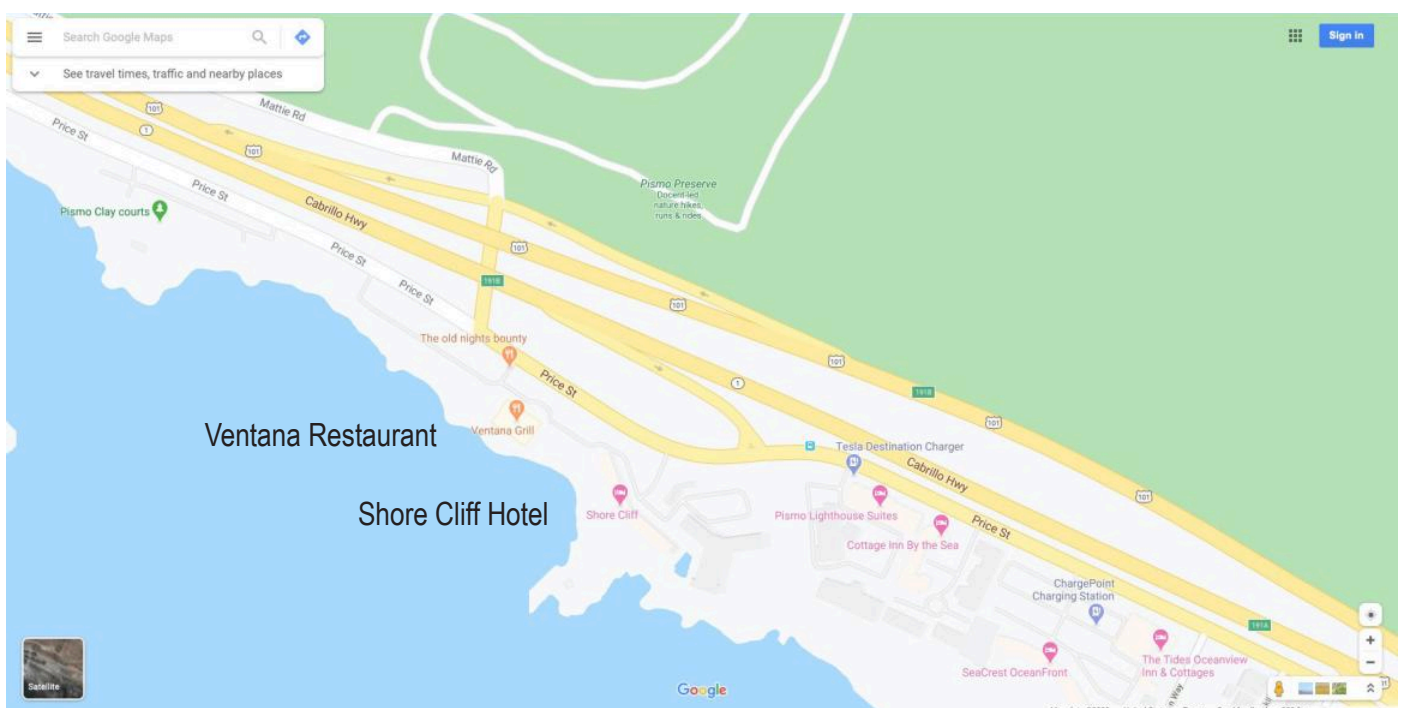
Website: www.shorecliff.com

We have reserved a block of rooms at the Shore Cliff Hotel for the group rate of \$189/per night
All rooms include full breakfast at the hotel

Reservations by phone 805 773-4671 tell them you are with the Citroën Club.

Rooms will be held for us until August 18

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



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

President	Chuck Forward	chuck@citroencarclub.us
Vice President	Steve McCarthy	steve@citroencarclub.us
Treasurer	Tony Dellosso	tony@citroencarclub.us
Secretary	Bob Henry	bob@citroencarclub.us
Member-at-Large	Bruno Sere	bruno@citroencarclub.us
Membership	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; 28345 Foothill Dr, Agoura Hills, CA 91301 USA

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

Pacific Citroën News (ISSN 1542 - 8303)

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

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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 PO Box shown below. Members are encouraged to attend board meetings, held the second Monday 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 P.O. Box.

Northwest Citroën Owners Club, P.O. Box 16185 Seattle WA 98116 USA

Please send membership renewals to the P.O. Box. Worldwide annual membership dues are US\$30 for Electronic Edition (an email address is requested).

Club email is: **NWCOC@earthlink.net**

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



Front Cover: New DS 9, Image from Media Citroën International **Image this page:** Rendezvous 2019, Cambria Pines, CA, Image by Bibliopticus Alanskii

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