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Dates(s)		Location	2021 Event Information
			DUE TO CHANGING COVID-19 CONDITIONS PLEASE CONSULT THE EVENT VENUES OR ORGANIZERS BEFORE ATTENDING
Mar 21 Sun	WA	Newcastle	NWCOC Spring Drive Tour Newcastle to Auburn. Info: PanhardPaul@gmx.com
June 2 - 6* NOTE DATE CHANGE	F	Paris	Retromobile 2021. Paris Expo Porte-de-Versailles, gates 1, 2, 3. Note the dates are postponed from the traditional February calendar. www.retromobile.com
July 27- Aug 1*	CH	Delémont	24th Worldmeeting of 2 CV Friends. https://www.2cv2021.ch/?lang=en
Sep 17 -19 NOTE DATE CHANGE	CA	Pismo Beach	Rendez Vous 2021. This year at the Shore Cliff Hotel, 2555 Price St, Pismo Beach, CA 93449 2021 registration form to follow. www.citroencarclub.us
			2022 Event Information
Aug 3-7* 2022 NOTE DATE CHANGE	PL	Toruń	17th ICCCR 2020 in Toruń, Poland. https://www.icccr2020.pl/english/ Rescheduled to August, 2022, due to pandemic concerns.
			* Indicates event not sponsored by CCC-NWCOC-CAC

Books



-From Richard Bonfond:

The new book "Le Grand Livre Citroën" is now available. This is the first book to bring together a wealth of information from the Quai de Javel never scene before. Four volumes of 296 pages each retrace the entire history of Citroën from 1919 to 2019.

- Volume 1: 1919 – 1934 The André Citroën era
- Volume 2: 1935 – 1975 The Michelin era
- Volume 3: 1976 – 2019 The PSA era
- Volume 4: Appendices and additional documents

Characteristics of each volume:

Format 305 x 305mm

296 pages

Over 810 black & white and color illustrations

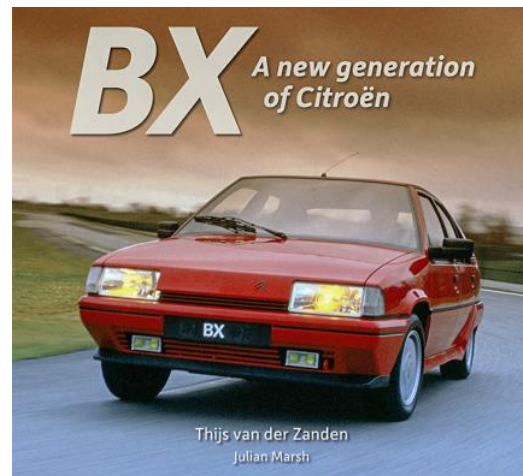
Hard cover with varnished jacket

Price of each volume 65€ (shipping not included) Currently in French only
– English version scheduled to follow in April – May 2021. Stay tuned!

For further information:

<http://legrandlivrecitroen.com/commander-le-livre/>

Please spread the word in the next available issues of your newsletter room permitting and amongst your membership, thank you.



Here is info on a new book by Thijs van der Zanden and Julian Marsh. If room permits I'd appreciate it if you could include the information in your upcoming newsletters or social media, thank you.

Available in 2021, but pre-order now: "BX, a new generation of Citroën". The BX: with its avant-garde dashboard, streamlined design, semi-concealed rear wheels and hydropneumatic suspension was a traditional Citroën. Its razor-sharp styling, however, was a radical break with all the brand's design traditions. The BX incorporated new, lightweight materials, was the first Citroën to be designed with computer assistance and was a huge leap forward in quality. Over the years, the introduction of variants such as an estate car, a version with automatic transmission, numerous diesel models and all kinds of sporty versions and special, limited series contributed to the continuous success, so that the BX ultimately not only helped the ailing Citroën company recover, but also went down in history as one of the most successful Citroëns ever.

Author Thijs van der Zanden describes in this book the history of the Citroën BX, from the first prototypes in the early seventies, until the last BX which rolled off the production line in 1994. Compared to Citrovisie's first BX book, this new book has been updated with new photos and extra visual material. To meet the needs of non-Dutch-speaking readers as well, this edition has been translated into English by Citroën expert Julian Marsh. € 42,50

Best regards, Richard Bonfond, ACI Delegate – Western USA

DS 9 Model Range

From Media Citroën International



DS Automobiles is opening ordering for DS 9, with two plug-in hybrid power units up to 360 horsepower and a 225 horsepower petrol engine, with specifications that combine dynamism and elegance.

DS 9 marks the return of France to the premium and sophisticated large saloon segments.

In France, prices start at 47,700 Euros (USD \$58,794). At its most luxurious, DS 9 E-TENSE 4x4 360 can cost up to 80,000 Euros (USD \$98,606).

DS 9 benefits from a new version of the already popular EMP2 (EMP2 V2.3) platform. The unique version of the platform features a record wheelbase for remarkable spaciousness, particularly for rear passengers. It also gives DS 9 a unique way to respond to the ever more demanding requirements of premium customers. Bulkhead sound proofing and exclusive acoustic techniques result in exceptional comfort. The whole structure's improved stiffness guarantees precise control on the road and the dynamic serenity that's dear to DS Automobiles.

As of now, three power units are being offered with E-TENSE 4x4 360 and E-TENSE 225 plug-in hybrids as well a PureTech 225 Automatic petrol model. Shortly, the line up will be completed with another longer-range E-TENSE 250 plug-in hybrid

The result of titles won since 2018 in Formula E, DS 9 E-TENSE 4x4 360 is the high-performance version whose build will be finished at Poissy in France. With integrated intelligent transmission it blends 110 and 113 horsepower electric motors with a 200 horsepower PureTech engine for a combined 360 horsepower and 520Nm of maximum torque. The specification is finished off with black DS Performance logo brake callipers and special 20" MUNICH alloy wheels.

In its E-TENSE 225 guise, DS 9 is capable of driving 48km in zero emissions mode thanks to a battery with a usable capacity of 11.9kWh. In hybrid mode, the WLTP fuel consumption is rated at 1.5 litre/100km with CO2 emissions kept at 33g/km.

At launch, the range is built around two levels of trim: Performance Line + and Rivoli +.

DS 9 Performance Line + has a black Alcantara® interior, symbolic of its stated dynamism and elegance. The bodywork has chrome badges on the front doors with the DS PERFORMANCE LINE logo, along with chrome DS WINGS and boot strip. The gloss black grille has the DS PERFORMANCE LINE badge above it. The 19" Black MONACO alloy wheels are enhanced with a Carmin centre cap.

In the cockpit, the seats combining Black Alcantara®/leatherette with Carmin and Gold stitching tie in with the centre console and dashboard that's also in Alcantara®, immersing the driver in a hushed ambience.

The aluminium guilloche DS PERFORMANCE LINE badge on the dashboard demonstrates the unique expertise of DS Automobiles. The crystal inlays on the switches beneath the central screen emphasise sophistication down to the smallest details. The multi-function steering wheel is in perforated full-grain leather with the airbag covered in leather and Carmin and Gold stitching.

Inspired by the Tuileries quarter in Paris, DS 9 RIVOLI + connects quality materials with premium diamond-shape trim. Three different interiors are being offered: Basalt Black Leather made of grain leather, or OPERA with, as an option, two colours of Nappa leather characterised by watchstrap upholstery seats in Rubis Red or Black.

OPERA's elegance is brought to life by the Nappa leather on the front and rear seats, centre console and the expanse of the dashboard. The DS Lounge central rear armrest has USB ports and controls for the massaging, heated and cooled seats.

The quality of the materials stimulates the senses with a full-grain leather steering wheel, the gear lever in smooth leather, the grab handles covered in leather, aluminium touches on the pedals and central console, the Alcantara® roof lining, sun visors and rear shelf and the "pearl" stitching. DS 9 is offering the very latest technology with, notably, DS DRIVE ASSIST level 2 autonomous driving, DS ACTIVE SCAN SUSPENSION controlled damping, DS ACTIVE LED VISION headlamps, the FOCAL Electra® sound system, PROXIMITY KEYLESS ENTRY & START, DS NIGHT VISION, DS DRIVER ATTENTION MONITORING concentration alerts, Active Blind Spot Monitoring System, Extended Traffic Sign Recognition, and Active Safety Brake giving automatic emergency braking up to 140km/h...

Five colours are being offered: Pearl White, Midnight Blue, Pearl Crystal, Artense Grey and Perla Nera Black. Deliveries will begin in September 2021.

Prices in France:

DS 9 PERFORMANCE LINE + PureTech 225 Automatic:

47,700 Euros (USD \$58,794)

DS 9 RIVOLI + PureTech 225 Automatic:

51,700 Euros (USD \$63,724)

DS 9 PERFORMANCE LINE + E-TENSE 225:

54,000 Euros (USD \$66,559)

DS 9 RIVOLI + E-TENSE 225:

56,900 Euros (USD \$70,134)

DS 9 PERFORMANCE LINE + E-TENSE 4x4 360:

65,500 Euros (USD \$80,734)

DS 9 RIVOLI + E-TENSE 4x4 360 :

68,400 Euros (USD \$84,309)



Farewells

Dean Kenneth VanAmburg

December 23, 1929 - October 19, 2020



Dean VanAmburg died in the embrace of his beloved October 19, 2020 of causes incident to age. He was born to Fred and Floy VanAmburg of Gooding, Idaho, and enjoyed his youth as an energetic farm boy. Graduated from Gooding High 1948, and attended Henager School of Business in Salt Lake 1956/57. Employed at Grand Central Stores 27 years and the Fred Meyer Credit Union an additional 14 years. He was the Treasurer of the Utah Chapter of PFLAG for 17 years. He cherished the 42 years he spent with his life partner and husband, Carl Boyer, with whom he shared the vintage car hobby. Dean was a master of the McGyver. He never met a problem he could not dissect, decipher, then divine remedy – if not outright improvement on the design – with whatever resources were at hand. His guiding words were “make do” and, when outflanking an observer’s negative prognostication, “just watch”.

Cremation arrangements were under the care and direction of Demaray Funeral Service - Gooding Chapel with interment in the Elmwood Cemetery, Gooding, Idaho. A celebration of life will be announced at a later date. In lieu of flowers donations can be made to the Agnes Leidig Memorial Scholarship at the College of Southern Idaho Foundation.

“I will love him, I will be constant, a faithful spouse and a faithful lover. Only for you will I sigh.”

You may view his obituary at www.demarayfuneralservice.com and are welcome to contribute remembrances on his tribute page there. The *Salt Lake Tribune* also ran an obit Sunday, Oct 25. -Carl Boyer

Below: Dean & Carl’s winning DS 21 Pallas at ICCCR in Amherst. 



Ruut van den Hoed



It is with great sadness that we announce the passing of SFRCCC past-president Ruut van den Hoed, **(above, at left.)**

Peter Anning has shared this memory:

Ruut was the first member of the SFRCCC I ever met. I was attending the Friendship Day car show at San Mateo Community College with my newly purchased 2CV and Ruut approached me and suggested I join the Citroën Car Club. I wrote a check, completed the application, and joined that very day! After that, I remember how well Ruut connected with everyone -- and always wearing a suit and tie. He was gracious to everyone and a pure old fashioned gentleman toward his wife, Johanna -- always opening her door for her and offering his hand. His DS was one I coveted for a number of years, and while dementia robbed him of his faculties, I will always remember him as a great guy and true Citroen enthusiast.

And Ruut’s son, Vincent, writes:

On a personal note, I can never fully express what I feel. But I will say this. As we know, it’s impossible to sum up the meaning, value and impact of a person’s life. And my father is certainly no exception. He was charismatic and courageous. He was passionate about design, to highlight just a few of his qualities. As his son, the depth and breadth of my gratitude and appreciation for his support and my pride in being his son continue to grow as I get older. I owe everything to both my dad and my mom and only hope that I was able to make them feel as loved as I felt and that I can continue to make them proud.

Vincent van den Hoed can be reached at vdhoedvdj@icloud.com or at 19175 De Havilland Dr, Saratoga, CA 95070.

Farewells

Carter Willey

1949 - 2021



Carter died peacefully at home January 13 as he wished. He had been in hospice care since stopping years of cancer treatments last fall.

His greatest distress as his illness ran its course was that he was “not useful” anymore. We know that Carter set a high bar for usefulness. He was generous with his time and astoundingly deep knowledge of our cars.

Shortly before passing, he read an email from a Citroën owner friend expressing gratitude for his encouragement and patient attention. He turned to me and remarked, “That’s how I want to be remembered.”

For anyone interested in a tribute, Carter asked that his friends help, in turn, those who helped him so much when he most needed it: the Hospice of southwestern Vermont.

<https://www.vermontvisitingnurses.org/support-hospice/>

I hope that we can gather this coming year and raise a glass in his memory. - Gabrielle Isenbrand

Below: Carter’s winning Panhard 24 BT at ICCCR in Amherst, 2002.



Letters

-From Richard Bonfond

“TRACTamerica” – a female expedition from Alaska to Ushuaia in a Traction Avant

This event is being supported by the ACI in a non-monetary way and as your local ACI delegate I hope that we will be able to support these ladies as they travel through our regions.

Exact dates as to when they will be passing through the western USA are unknown at this time but once I receive further information I will be sure to share it with you.

Hoping things will improve next year so this adventure can become a reality and that we as Citroën enthusiasts can show our hospitality when this Traction comes rolling through our neighborhood.

Once I have further details I will touch base individually to see what can be arranged in your area, in the meantime please feel free to include the attachment in your newsletters or favorite form of social media. Feel free to contact me at any time if you have any questions.

Best regards,
Richard Bonfond, ACI Delegate – Western USA



-From Kit Brown

Hi I’m a 17 year old living in the UK who grew up with my dad’s red 2CV in the early 2000s, we sold it as it didn’t start in winter and my parents were worried about my safety in it as a young child. I believe I cried when they sold it and Dad promised one day we’d have another one. Anyway I decided I wanted to try and find the exact car we used to own, I tracked it down to an auction site in 2013, I believe it was sent to America after talking to the man who runs it.

www.dvca.co.uk/sale-results-view.php?classic-cars=Citroen-2CV6-Special3795

I don’t know alot about what happens to cars when they are transported to the US, I don’t know if the registration number stays the same. But I was wondering if you could find any information regarding this 2CV!? I’d love to see it one day again!

Thanks!

Kit Brown <kit.ben.brown@gmail.com>

Make: Citroen; Model: 2CV6 Special; Year: 1985
Registration Number: B182 OLU
Chassis Number: VF7AZKA00KA078101; Engine Number: 0904053217
Transmission: Manual; Steering: Right Hand Drive
MOT Test Expiry: 23 September 2014; Sold For: £2750
Auction Date: 5 December 2013; Lot No: 221

Local Events Recap

PCN Editorial Staff, Images from Biblioptiucs Alanskii

CCC Palos Verdes Drive Tour

The Palos Verdes Peninsula is notable for being a microcosm of the cultural and natural history of southern California all in one place. Our tour started at the base of the hill at Ken Malloy Harbor Regional Park. We took Palos Verdes Drive North, quickly crossing Western Avenue, one of those miles-long Southern California streets which goes from the ocean all the way to the Hollywood Hills.

The Palos Verdes peninsula generally, and Rolling Hills Estates in particular, demarcates itself by the miles of white equestrian plank fencing, gnarled California Pepper trees and looming Eucalyptii. To say nothing of having very few secondary roads connecting to outside communities. When the sidewalks disappear, we enter Palos Verdes Estates. If the Olmsted Brothers meant PVE to have a spacious feel due to the abundant open space, they succeeded.

Palos Verdes Drive North gives way to Palos Verdes Drive West at a triangle just before the lovely Malaga Cove Plaza. The plaza features a fountain with a figure of Neptune, a charming colonnade and Ranch Market and Yellow Vase for food. Traveling west, then turning south we traverse rolling terrain with the expected green space and trees. The route crosses Hawthorne Blvd, the aorta of the peninsula, stretching from Golden Cove Plaza all the way north to Inglewood. Hawthorne provides access to Peninsula Center, a Southern California retail temple if there ever was one.

Shortly, Palos Verdes Drive West becomes Palos Verdes Drive South, but the road itself runs east past the former site of Marineland of the Pacific, designed by architect William Pereira in the early 1950s. In 1987 as the park closed, two of the park's Orcas were smuggled out under the cover

of darkness to take up residence in another city under assumed identities. The mostly empty park site endured decades of legal wrangling until, in Southern California fashion, it was redeveloped as a coastal luxury resort.

By the time PV Drive South passes Abalone Cove, the Lloyd Wright-designed Wayfarer's Chapel and Smuggler's Cove, the conundrum of Portuguese Bend approaches. The region is known for the Trump National Golf Club as well as coastal bluffs which are so unstable that the road



Above left and right, Malaga Cove Plaza with the Neptune fountain. All other images from Ken Malloy Harbor Regional Park.



itself has an alert sign indicating constant ground motion. The pavement is a patchwork with barely parallel markings due to the uneven surface.

Once our route left the Alice-in-Wonderland portion of the tour, the road name changes to West 25th Street as we enter suburbia in East Rancho Palos Verdes. In San Pedro, home of the Brass & Stripes Club, erstwhile home of CCC board meetings, we turn south on S. Gaffey Street. The tour ended at Point Fermin Park, with its lighthouse and ample picnic space.



Above: Dramatic warning sign at Portuguese Bend. Below: On Palos Verdes Drive South.



Above: Point Fermin Lighthouse. Below: Point Fermin Park.



Above: PV Drive South at Portuguese Bend. The unstable land is shown in the wavy, off-patched paving and above ground plumbing.

SFRCC Wendtland Collection Tour

The Wendtland Tour took place the weekend of June 7, 2020, in Lodi, California. Let no one forget that California, the USA, and a large part of the world had been on strict lockdown due to the COVID-19 pandemic since early in 2020. By the time protocols had been put in place for people to begin gathering- outdoors, masked and distanced by 6 feet (1.82m), it had been months since an event had occurred on the West Coast. Seeing Citroënists for the first time in months after several events had been cancelled felt a bit like war survivors gathering.

The organizers had cleverly arranged catered food, to eat outdoors, and a raffle with door prizes. Even more intriguing was the selection of cars onsite, those in the collection and those brought to the event. Every vehicle was interesting in one form or another. Just in the parking lot was a Pierce-Arrow with a highly unusual body that looked like a recovered electric car body on the Pierce chassis. Citroënists brought out the golden age cars in force: 2 CV, GS 1220, DS / ID, and SM.

A major theme of the collection seems to be cars which, superimposed, would fit inside other cars. Of the micro / mini cars, the slide-window BMW Isetta, Honda 600 Coupe Z, smart, Crosley, and Metropolitan would fit inside the (500 cid, 8.2 litre!) Cadillac Eldorados or the custom Castilian Cadillac station wagon. Which is not to say the Chrysler Crossfire could not also fit inside the vast Newport convertible. Really you would expect it from the Yamaha Sun Classic golf cart. Other sets of cars of note: all the "pretty" Lincolns from the 1940s Continental, to the 1950s Mark II, 1960s suicide door Continentals, up to the 1970s Continental. Rounding out the collection were a Stutz IV Porte, Porsche 914 1.7 and 911, Cadillac XLR, Jeep, 2CV, DS 21 Pallas and SM and more. There was a question of how all the cars got into the building parked as they were- they didn't drive into that tight formation by themselves, a stack of dollies was a clue.

This event was a blessed relief from the grim lockdown situation. But of course in June, 2020 there was no way to know what was coming, another story altogether.



Above: 2 CV in the building entrance. **Below:** marvellous selection of Americana with the SM- and a smart.



Above: Especially pretty and glossy DS 21 Pallas with the 2 CV in the background.



Above: Cadillac Castilian station wagon. Rear overhang is even longer than stock.



Above: BMW Isetta, "slide window," USA import version.

SFRCC Wendtland Collection Tour



Above: Honda 600 Coupe Z.



Above: Stutz IV Porte. Below: Crosley convertible.



Above: Door prizes included these Véhicule H tins. Below: Citroën props like a Castrol LHS 2 can, Lucas lamp panel, and 2 CV tin.



Above: Highly intriguing Pierce-Arrow running chassis appears to be topped with a contemporaneous electric car body.



Mullin Museum Revisited VIII

PCN Editorial Staff, Images from *Bibliopoticus Alanskii*

The Citroën 2 CV, as a utilitarian car for the countryside started out as an “only car” replacing two horses and a cart. From the beginning in 1948 there was the idea of a small van based on 2 CV running gear. The first attempt was the Type G, which looked like a Véhicule H but in 2/3 scale. Seeing the two parked together looked like nothing less than a mother and baby elephant. The G suffered an irretrievable drawback by using the 2 CV power plant at 375cc, -sometimes described as a 425cc unit- already in 1948? In either case, the power output was not enough to usefully move a vehicle of that size, much less fully loaded.

By March, 1951 Citroën had created the 2CV AU as we know it today- a van body on the rear section of the 2 CV chassis. Primary differences: lower final drive ratio, the rear axle tube attached to the chassis with a 10mm shim. Fuel tank, 20 l (5.28 gal) on the right flank of the vehicle concealed by the side panelling. Spare tire behind a panel on the left side of the body. Tires Michelin Pilote 135 x 400. Interestingly the dimensions of the 2 CV AU did not follow those of the AZ. Wheelbase, 2.40m (165.3 in), overall length 3.60m (141.7 in) shorter than the A / AZ at 3.78m (148.8 in). Width 1.5m (59.05 in), wider by 3/4 inch. Height 1.70m (66.93 in) taller than the A / AZ at 1.6m (62.9 in). Useable volume, 1.8 cubic meters (63.5 cu ft) with a total cargo capacity of 250 kg (551 lbs). Maximum speed- 60 kmh (37.2 mph !) but fuel consumption of 5l / 100km, or 47 mpg, arguably a more important figure than the top speed.

September, 1954 brought the 425cc (66 x 62mm) engine for 2 CV AZ and “Truckette” 2 CV AZU. As with the sedans, the massive 33.3 percent increase in power from 9 hp to 12 hp could not help but be noticed. For 1955, the sparse rear lighting on the AU / AZU was augmented with a proper, separate brake lamp in addition to two license lamps above the rear cargo doors. 1956, engine compression ratio increased from 6.2:1 to 7:1 by use of domed pistons. 1957, turn signal switch centrally located, with blinking lamps high on the sides of the body toward the rear. Rims, bumpers, steering wheel and gear change lever in light grey color. It took until November, 1957 for the AU / AZU to gain a defrost duct for the windshield. By 1960, change to 380 rims for 135 x 380 tires.



All images **this page**: 1960 2 CV AZU, 425cc. Presented as an anniversary gift for Mrs. Mullin, in the livery of their “Agriturismo Mullin” in Italy, producing olive oil, honey, red wine and cured meat. **Above**: Flat floor and perpendicular sides, eminently practical. **Right**: License plate normally in two halves above the doors, the only two turn signal lamps on the sides.

Type G, ELV 1945

PCN Editorial Staff, Images from Bibliopocus Alanskii



Above: Type G fuel filler and spare tire cover on the right flank.



Above: 2 CV type engine, but that is not a 2 CV chassis or suspension.



All images **this page**: Type G, chassis ELV 1945, in one of its earliest displays, at ICCCR 1995 in Clermont-Ferrand. ELV means "Étude Lancement Véhicule" for test vehicles that could never be sold to the public.

Above: resembles a miniature Véhicule H dash area.

Right: Rear doors, with mica windows, are the only access to the load area. General configuration of the door stays, body structure and lamps only at the top for the license plate would be familiar on the 2CV AU.

Left: the blank left side of Type G.



Raid BC Part II

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

Saturday August 18, 1990

The official starting point of Raid BC was at Zack's Bar & Grille in Burlington, WA. Several vehicles were already there and more drove in by the minute. There was a clear contingent of Raid Canada veterans who were coming back for a second round. Western Washington was giving its typical heavy mist-not-quite-rain but enough to soak you to the skin regardless. Also typical- it cleared up to sun and steam rising off the pavement in minutes. Then back to ominous blackening clouds and water falling from the sky. Raid BC organizer John MacGregor made sure everyone had navigational instructions to hand.

We would take the North Cascades Highway, State Route 20, through the northern part of the Cascades range and notable Washington communities of Sedro Wooley, Concrete, and Newhalem. There was an abundance of high-tension towers and power lines, and they seemed to go in all directions through the green, mist-shrouded landscape. On approach to Ross Lake National Recreation Area, the reason became clear. Three dams, Gorge, Diablo and Ross each deriving hydroelectric power from gravity and their respective lakes.

Ross Lake was the mother of them all, stretching north 23 miles (37 km) and crossing into British Columbia. At the southern end Ross Lake drained into Diablo Lake, then into Gorge Lake, then the Skagit River. The Raid route took us to a metal-grating bridge over Gorge Creek where several of us decided to stop for a bit after 63.6 miles (102.3 km) of driving. Though Gorge creek was a delightful tumbling waterfall, the Skagit River was a notable green color which comes from suspended dissolved rock in the water.

Driving on, we covered 69.4 miles (111.68 km) to Winthrop, WA. After that it was a matter of not missing our turnoff well outside of Twisp, then joining U.S. Highway 97 in Okanogan, WA. By the way that is OkanOgan with two letters "o" and two "a", unlike in BC where it is OkanAgan with three "a". The North Cascades Highway, 20, gives a view of a strip of sky with a wall of trees on either side for quite some distance. Then, we began gradually descending into the Okanogan Basin as the trees became scarce, finally traversing a dry sage-covered open valley to the Okanogan River. Which



Above: Raid BC organizer, John MacGregor, with the Bisch's 1972 D Break, the unofficial official support vehicle.



Above: Beginning in the parking lot - with umbrellas, an omen?



Above: Adorable snack-size wildlife. Below: Zack's Bar & Grille kickoff.





Raid BC Part II

does little to water beyond the immediate surrounding landscape, the river being the obvious lowest elevation and the water originating elsewhere.

Our esteemed highway planners could not make up their minds which highway runs on which side of the Okanogan river, with WA State Route 20 and US 97 alternately comingling and running parallel like braids. Making our way to Oroville, soon the US-Canada border crossing approached.

Now our US-Canada border is mercifully distant from the paranoid, blatantly xenophobic southern US border with México. No multiple signs reading "Last USA Exit" *I'd Turn Back If I Were You*. If there is anything the 49th Parallel can demonstrate, it is the Monty Python level wry absurdity of an arbitrary line drawn on a map in 1846, James K. Polk's Manifest Destiny & What Have You, mind the obelisks. Our USA / Canada obelisk had dirt and scrub trees on one side, on the other perfectly groomed green lawn, fence and lighting. One can guess which side was which. Naturally even though the border only exists in our heads, there were sufficient numbers of humans bearing arms to make it a reality.

Having sidestepped "the treatment" we received at the border on Raid Canada, we proceeded to our first night's camping outside of Osoyoos, British Columbia. After a mere 7.2 km (4.47 mi) we reached the Van Acres campsite. The camp was indeed next to Osoyoos Lake, with the strange, dry hills overlooking us to the east.

Sunday, August 19

Leaving Osoyoos, BC, we would have a leisurely 105 km (65.24 mi) drive. We were returning to Todd's Tent Town in Peachland after four years.

BC 97 northbound revealed a valley of abundant farm towns like Oliver with fruit orchards and vineyards. Which helps us to remember where food and spirits come from before reaching stores - or the table.

The odd, step-like geography and pale bluffs were left over from glacial Lake Penticton. Smaller bodies of water appeared like Vaseux or Skaha, whether or not man-made by damming.

Soon a pattern emerged; whenever BC 97 enters a city, turn left. When we reached Penticton, there was a sandy strand to the right of the road and a local airport runway to the left. So at least the air passengers can spend a split second of beach time before splashing down in Skaha Lake.

Okanagan Lake connects Penticton in the south, Kelowna in the centre, and Vernon in the north. The lake itself is a successor to glacial Lake Penticton, but even in the 20th Century had an alarming maximum depth of 232 m (761 ft) and eventually feeds into the Columbia watershed. Over the past century a succession of tugs, steam ships and ferries had plied the lake, combining with the Kettle Valley Railway to provide transport, before the arrival of the highway in 1948.

Peachland lies on the west shore of Okanagan Lake. The city founders must have had the sweeping vista around a bend in the lake in mind, everything in town seems to face water. We fondly remembered Todd's Tent Town from Raid Canada with the lake directly across the street in front.

Part III next issue.



Above: Cliff with the intrepid Traction Avant.



Above: Metal grate bridge, view of the ground below by looking directly down between one's feet. Below: Gorge Creek waterfall.



Tech Tip - Paintless Dent Repair

PCN Editorial Staff

Car enthusiasts should be aware of a very clever way to remove dents from our cars, called Paintless Dent Repair (PDR). Surprisingly, not many of our club members know about paintless dent repair, and even fewer have tried it. But some of us are true believers.

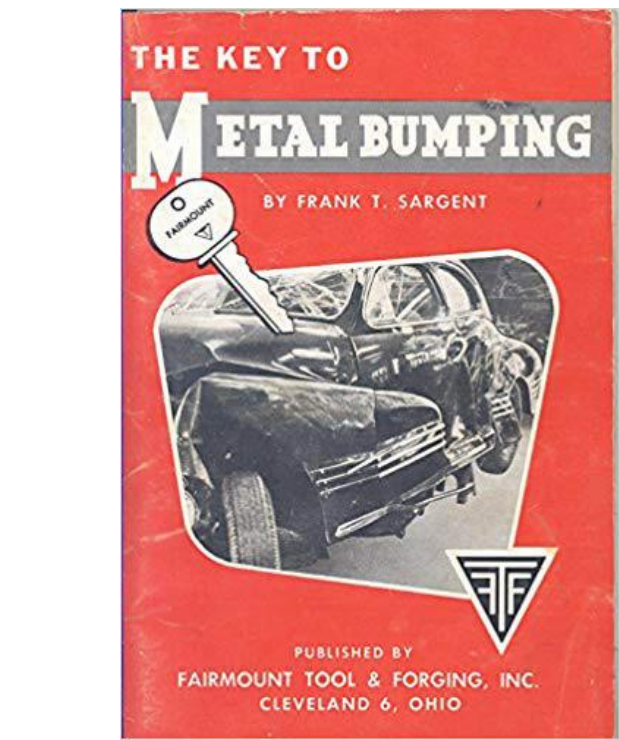
Paintless dent repair (sometimes called paintless dent removal) can be used for a wide variety of car body damage, including hail damage, door dings, creases, and other dents of various shapes and sizes. There is however a key factor for successful repair using PDR; the paint must be intact. Dents where the paint has cracked or is deeply scratched limits the success of PDR.

History of PDR

There is a long history of PDR for automobiles, going back 90 years. Perhaps one of the first documented uses of PDR is when an author and tinkerer named Frank T. Sargent wrote a book in 1931 called, *The Key To Metal Bumping*. His book describes the tools and processes of PDR as well as provides a tutorial to predict how sheet metal will move when pushed on.

PDR remained an obscure, nearly forgotten process until three decades later when in 1960, a Mercedes-Benz employee named Oskar Flaig discovered PDR while preparing for an auto show in New York. The story goes that Oskar was hired to make sure that the cars presented by Mercedes during auto shows were in perfect condition. The night before the New York show started, he tried to fix a dent that somehow got in a car that was to be shown. He used a wooden handle of a tool to push out the dent from behind, fully intending to have to repaint the panel overnight. But with slow and methodical pushing, the dent slowly disappeared and he did not need to repaint.

Flaig is said to have returned to Germany after the 1960 North American auto show and started promoting PDR, initially within Mercedes. Eventually PDR worked its way back to North America when a German man



named Juergen Holzer started a business in 1979 in Minnesota called Dent Kraft. Dent Kraft is still in business and is now owned by a man called Don Kavanagh, who bought the business from Juergen Holzer.

In the 1980's, PDR spread across North American and now all major cities have PDR specialists. Some of the common PDR companies include: Dent Wizard, Dent Doctor, etc.

The Tools

The process of PDR is to slowly and methodically push the dent out from behind. But reaching behind the dent is sometimes problematic due to access impediments, such as double wall construction, window mechanisms, etc. Over the years, very specialized tools and processes have been developed to access nearly any area, no matter how tough to reach.

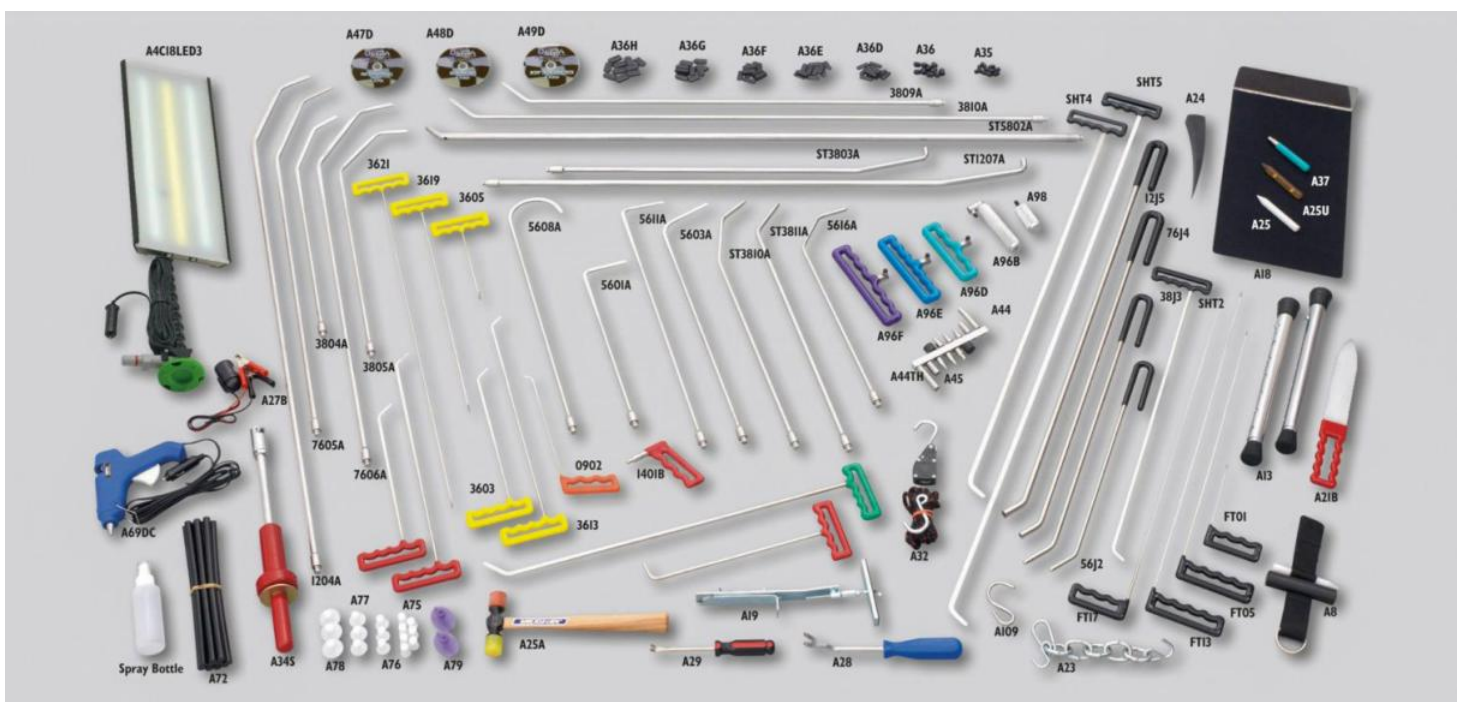




Photo from DentPass.com

As an example, a method to reach a dent in a rear quarter panel might be to remove a tail light and reach up inside the fender through the taillight opening with one of the long tools shown in the above photo. In really tough cases, holes can be drilled in inconspicuous places to insert a tool.

Some use PDR to smooth out panels during preparation for a repaint. The process of PDR is much more elegant than standard autobody tools such as dent pullers and hammers. It also minimizes or eliminates the need for plastic body fillers (e.g. Bondo).

Summary

We have used PDR in our household at least a dozen times. And each time the results have been perfect. Quite literally perfect, with no signs of the initial dent.

In the Seattle area, we are very lucky to have a super PDR expert, named Ryan Snyder. Ryan recently removed a large dent on the door of one of our cars. He has also removed dents from my 2CV on several occasions. Below are some photos of PDR in action with Ryan doing the work.

Ryan Snyder can be reached at 206 399 0344. You can also easily find Ryan by doing an internet search for Paintless Dent Repair in Seattle.



What happened to PCN Issue 84? And why can I not download it?

Occasionally publishers step in it and have to print a correction or retraction. Well, this is one of those times. We devoted a section of issue 84 to the five Chapron original designs on Citroëns and one DS Pr stige seen at the Mullin Museum in 2018. The numerous images of the cars could speak for themselves, but where our difficulty came was the accompanying historical text. The situation was such that we thought it better to replace the material *in toto*.

We heard immediately from No lle Chapron-Paul, of the Chapron family, that our sources, already familiar to her, ranged from misguided to hopelessly, irretrievably inaccurate. Consider the nature of historical writing:

- How many of us have done more than view or possibly drive a Chapron original design- Palm Beach, Concorde, Le Dandy, Caddy, Le L man, Majesty, Lorraine, etc.? Much less own one? Besides the Corgi 1/43 model.

- How many of us in North America had an opportunity to see the atelier in France while it was operating in the era, 1919-1985?

- How many of us met or knew Henri Chapron personally? He died in 1978. I would have been 15, for example.

- We know from photo evidence at least one Chapron original, Le L man, was at Citro n headquarters in Beverly Hills in 1966 or 67, but who among us actually saw it?

- Our *Citro niste* lore of Pierre Boulanger, Andr  Lefebvre, Flaminio Bertoni, Robert Opron, Henri Dargent, etc. and Andr  Citro n himself comes down to us though their direct writings, period interviews, co-workers' statements and company archives of a major car manufacturer.

So claims of a definitive nature should be left to eyewitnesses, or statements traceable to eyewitnesses if no longer living. Anything else must needs be viewed with measured skepticism.

-A. Meyer

Parts Tidbit - Reproduction Radiators

PCN Editorial Staff

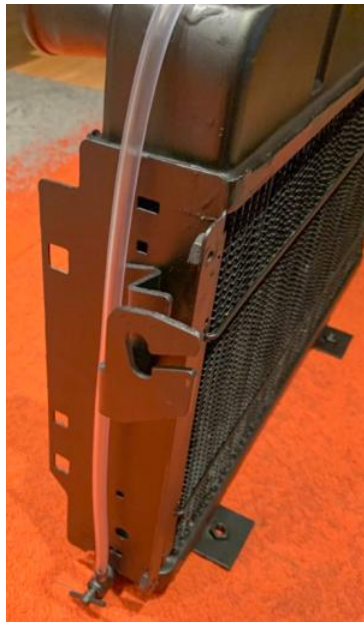


Within the last year or two, complete reproduction radiators for DS's have started to show up. We purchased two of them to see how they worked out.

- Appearance. We would consider the general appearance of the reproduction radiator as good. It has basically the same shape and the top tank (pretty much the only part you can see when it is installed) is of very similar appearance as the original.



Repro Radiator has the same general appearance as original



Hood prop and drain valve are almost identical to the OEM radiators.



Manufacturer's Logo

- Assembly. There was only one minor problem when transferring attaching parts from the old radiator to the new one. The 4 square cut-outs for the M7 captive nuts for the radiator air shroud were slightly undersized, requiring a bit of filing. Otherwise the shroud fit the new radiator acceptably.



Slots for captive nuts need to be enlarged

- Installation. We would consider that the 'fit' of the radiator in the car is good, but not perfect. There

are slots in the radiator mounts in the car that allow the radiator to be adjusted left or right small amounts to align with the plastic fan in the shroud. With the reproduction radiator, we had the radiator slid almost all of the way to one side to avoid contact between the plastic fan and the shroud. Also, the radiator seemed to sit about 1/4 inch further aft than an original radiator, causing the radiator shroud to have slight contact with the voltage regulator. Both of these issues were a bit disappointing but were not show-stoppers.

The two mounting tabs on the bottom of the radiator are a bit cruder looking than the stamped sheet metal tabs on an original radiator. Also, the threads on the mounting tabs are M8 instead of M9, which is probably OK since M8 bolts are much easier to find than M9 bolts.



Mounting foot for the reproduction radiator



- Cooling. We encountered no problems with the reproduction radiator for cooling. The temperature of the engine stayed normal, even in heavy traffic situations. Note that the reproduction radiator is a three-row radiator (some originals were two-row). Also, the cooling tubes are about the same number and size as an original DS21 three-row radiator. This car has a 79 C thermostat and the car seemed to be running right at 79 C (174 F).

- Cost. The reproduction radiators are available in the standard vertical flow configuration as well as in the horizontal flow configuration (larger horizontal flow radiators are found on some DS21's). Both are about \$300. But shipping from Europe can add almost \$200 to the cost, so the cost of the reproduction radiator is competitive with a re-core of an original radiator, which seems to be running \$300-\$500.

Recommendation

If a local radiator shop can properly repair your old radiator, we feel that this is a better option since the fit and appearance of the original radiator is a bit better. But if your old radiator is not repairable or there is doubt that a local radiator shop can handle the job, then the reproduction radiators are an option.

At this time, it seems that none of the North American parts sources are stocking these radiators but it might be worth asking. Otherwise, they can be ordered from several of the European parts sources such as www.citroenclassics.co.uk.

One last comment. On eBay, there are several listings for reproduction DS radiators made of aluminum. While we have not tried one of these, the photos clearly show that they lack any sort of mounting tabs to mount the radiator to the car. As such, we suggest being wary of these.

FOR SALE



1976 2CV6. 112,626 km (69,982 miles). Good condition. Pertronix igniton. Oregon tags valid through January 2022. (passes Oregon DEQ air quality tests). Location West Linn, Oregon. \$12,000 firm. Contact: Stan George at ssgkag@frontier.com PCN#84



1968 ID19. About 84000 original miles. It has been in our family for the last 50 years! It was originally sold by Riviera Motors in San Diego and has been stored indoors its entire life. As a result is extremely rust free, something very rare on a DS these days. It was changed to LHM hydraulic fluid by E&E Citroën in Los Gatos in the 1990's. It has had some other mechanical updates over the years, including a rebuilt engine, clutch, spheres, radiator, etc. Runs well and only needs minor mechanical tinkering. It has been repainted and reupholstered many years ago. Both upholstery and paint are in good condition, but to make the car more original and valuable, they both could use refreshing. Car is located in Idaho. \$18500. Contact Matt at mjanssen@monida.us. PCN#84



2CV6 registered in Oregon. Titled as 1965. Charleston model with original paint, newer top and beautiful interior, Kenwood CD AM/FM stereo, newer floor mats, excellent glass, and NO RUST. The engine has Electronic Points and newer carburetor. The car was purchased in Denver in 1995 by me, and driven by my wife and myself. The car still drives beautifully and is reliable and loads of fun. Many small spare parts and repair manual included. US\$11,500. Contact Denny at; Vista-house@comcast.net or phone: 503 799 4595 PCN#84

PIÈCES DÉTACHÉES



Set of **paper ventilation hoses** for 1968-1975 DS. These are the exact material as the originals with the correct foam insulation. Comes with new bug screens at the top and with a special rubber sleeve at the front end to better engage on the front bumper. \$250. Contact Chris at cddubuque@earthlink.net

FREE: Six **Michelin 165 x 400 tires.** Used, but the rubber is still good and medium tread remaining. Five wheels to fit Traction Avant. Hubcaps as seen in the photo. All free. Located near Tacoma, WA. John H Chestnutt, Phone: 253-376-9655
Email: Jmac52@comcast.net
PCN#84



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#83

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#83

PIÈCES DÉTACHÉES



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#83

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#83



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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#83

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



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



T-Shirt Tan \$15
Sizes M, L, XL, XXL
On Back "Will work for parts"



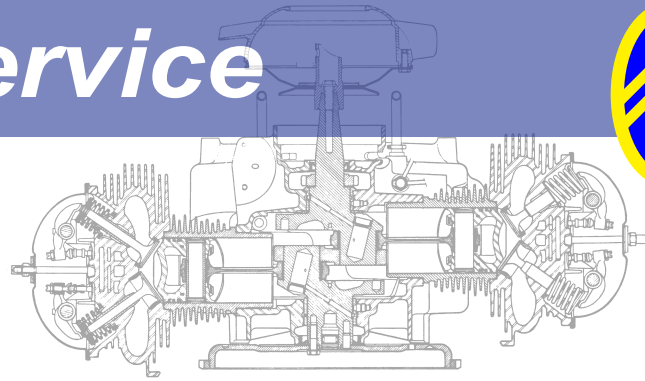
Rendezvous 2018 Shirt \$15.



Key Fob \$8
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PARTS and SERVICE

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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 (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
Jean-François Martin	Santa Clarita, CA	DS, SM, 2CV	jfmartin1972@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
Metric Motion (Garret Van Hylckama)	Flagstaff, AZ	Citroën Service	928 774 7693
SM World (Jerry Hathaway)	Valencia, CA	SM parts and repair	citismworld@icloud.com
Summit Insurance Advisors (Barry Singer)	Scottsdale, AZ	Property & Casualty Insurance for classics, AZ and CA	www.summitinsuranceaz.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.

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

Annual membership is \$20.

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

club@citroencarclub.us

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

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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.

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Send membership questions, address changes, ideas, etc. to our P.O. Box.

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

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Next Issue: CCC Ventura Tour

Front Cover: DS 9. Image from Media Citroën International. **Image this page:** CCC Tour from Glendale to Oxnard, CA. Image by Bibliopticus Alanskii.

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