

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



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Dates(s)		Location	2019 Event Information
Jul 30 - Aug 4*	HR	Samobor	23rd Worldmeeting of 2CV Friends in Croatia. Info: https://www.2cv.hr/en/
Aug 25 Sun	WA	Seattle	<p>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. The Membership will be voting on a proposal to raise the NWCOC annual dues to \$30.00.</p> <p>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.</p> <p>NWCOC Silent Auction!</p> <p>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!</p>
Sep 7 Sat	BC	Vancouver	Tour de Côte sur Mer. A nice easy day with a rendezvous to start at Ambleside Beach in North Vancouver before a little tour de côte sur mer along some beautiful winding roads through the most expensive neighbourhood in Canada. Lunch at the West Vancouver Yacht Club (Menu fixe).
Sep 20-22*	CA	Cambria	<p>Rendezvous 2019. Citroën's 100th Anniversary at the Cambria Pines Lodge, Cambria, CA. Let's try to get 100 Citroëns.</p> <p>PLEASE SEE INFO AND FORM ON PAGES 18 - 19.</p> <p>NOTE: Our rooms at Cambria Pines are sold out.</p> <p>There are plenty of other nice places in Cambria.</p> <p>We recommend the Bluebird Inn, https://www.bluebirdinn cambria.com/ http://www.citroensanfrancisco.com/Citroen_San_Francisco/Rendezvous_19.html</p>
Oct 5 Sat*	WA	Goldendale	<p>Concours de Maryhill. at Maryhill Museum of Art, 35 Maryhill Museum Dr, Goldendale, WA 98620 - WE ARE INVITED AND FRENCH CARS ARE FEATURED THIS YEAR -</p> <p>Open Car show. All makes, models and years are welcome. 9 AM to 4 PM</p> <p>Silent auction. Items include local wines, motor oil, winery tour, and more.</p> <p>Trophies - Dash Plaques - Raffle prizes. Grand prize is a flat screen SmartTV.</p> <p>Vintage race car display noon to 2 PM by Maryhill Loops Vintage Hillclimb Association</p> <p>Drive up the historic Maryhill Loops Road from noon to 2 PM (open to the public).</p> <p>Catered BBQ dinner (following awards ceremony): Bob's Texas T-Bone. Ticket price: \$18. Tickets can be purchased the day of the show.</p> <p>\$20 entry fee per car.</p> <p>Preregister by Sept. 28th for only \$15 per car. SEE FORM ON PAGE 17.</p> <p>One dash plaque per entry. Receive 2 free Maryhill Museum passes per vehicle entry.</p> <p>Car Show Schedule</p> <p>9:00 AM - Vehicle registration begins; Silent auction begins; Raffle ticket sales begin. Prizes raffled throughout the day. Grand Prize: Flat Screen Smart TV</p> <p>12:00 PM - Maryhill Loops Vintage Hillclimb Association (MLVHA) racers arrive; Open Show ballots due at Registration table</p> <p>12:00 PM-2:00 PM - Maryhill Loops Road open to drive. Save your spot and return after the drive</p> <p>1:30 PM – MLVHA Race Car voting ballots due at Registration table</p> <p>2:30 PM - Silent Auction ends</p> <p>3:00 PM - Raffle Grand Prize TV</p> <p>3:30 PM - Awards Ceremony</p> <p>4:00 PM - Event Dinner – Get tickets at the Registration tent during the show. Ticket price: \$18</p>
Oct 5-6*	J	Nagoya	French Blue Meeting 2019. Japan's largest gathering of Citroëns yearly in Nagoya.
Oct 13 Sun	WA		Autumn Drive Tour. Please contact Paul Melrose
Oct 20 Sun	BC	N. Vancouver	Tour de Feast-Denouement Dejeuner. A wind down to the end of the good weather season for our cars. Heart warming comfort food served with kindness from a family restaurant in North Vancouver. We will have a special menu for the event from 2 PM to 4 PM attendance. More info on the website at www.tourdefeast.com . Always delicious no matter what you choose! Popular!
Nov 3 Sun*	CA	Van Nuys	Best of France and Italy. Woodley Park. 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.
Dec 12 Thu	CA		CCC Fête de Noël details TBA www.citroencarclub.us
			* Indicates event not sponsored by CCC-NWCOC-CAC

Ivan Frank Denver Citroën Dealer

From Georges "Citrowagon", Images from Edouard, Ivan Frank

The following article has been graciously provided by Georges in France. This story, and may others, are provided on his website: www.citrowagon.fr.

The story of Ivan Frank took place after a colleague of Georges visited and interviewed Ivan in 2011. Some of the story will be told in Ivan's own words. Please note that the NWCOC has rearranged and edited the content to better suit a print format and to improve language translation. The original article and more photos can be found on Georges' website.

Ivan was a mechanical genius and a salesman...



Above: Ivan Frank in 1960 (left); Ivan Frank in 2011 (right)

A visit to Ivan's home is like a museum; a cavern overfilled with rare and interesting items. All the surfaces are covered, from the floor to the ceiling. Every square inch is used to store, hang, or display objects, books, or tools. It is impossible not to be intrigued by something appealing to your interest! Even the bathroom is not spared!



Ivan's Background

IVAN: "I was born in 1937. I have lived in Denver Colorado since 1949, and never left my (hometown), except for my 5 years of military service in Chicago. From Denver however, I drove a lot. I made numerous road trips all over the US and Canada behind the wheels of Citroëns.

My first car, purchased in 1957, was a Hot Rod '55 Chevy sport coupe. I owned it for 2 years, but I was deceived by it. From a mechanical stand point, I felt that nothing was made to last forever, and all parts were consumable and had a short life expectancy. So when the Chevy appeared to need more maintenance in the near future, I decided to part with it. Initially I wanted a Corvette, but could not fit in one. (Ivan is pretty tall!) Plus I am a more austere person. All the clutter and blinking and chrome is not to my taste."



Above: Carl Bartz foreign car dealership.

IVAN: "At the age of 22, I discovered my first Citroën in a dealership. My search took me to a foreign car dealership owned by Carl Bartz. The man was selling Citroëns among other brands such as such as Simca, Renault, Peugeot, Goggomobile, and Studebaker. The DS19 sold me! The pure lines of the body, the dashboard had no frills, the good gas mileage, and the technical/futuristic advances persuaded me this car was superior to American products. The 1959 dashboard made me think of Buck Rogers! The slim low profile and the aerodynamics appealed to me. So I went for a ride and the hydraulic suspension sold me. The seats were comfortable. The deal was made!! \$2773.32 dollars was the exact cost to become a member of the Citroën family! From this point on, a long love affair started."



Above: Ivan Frank and his first Citroën

Citrowagon Comment: I could finish at this point saying they lived happily ever after and had many kids. Of course, you would have read that his heart remained with Citroën and he owned several cars through the years. While true, the Citroën virus infected him so deeply that he made a point to spread and disperse it, and to publicize the advantage of the Citroën over American cars. Of course he was performing all his own maintenance.

Next Issue: Ivan's Rally Experiences

BC Italian - French Car Show

PCN Editorial Staff, Images from Bibliopticus Alanskii

The Italian and French Car Show this year achieved over 60 French cars, thanks to John MacGregor's organizational skills. Renault had solid, highly interesting participation while Citroën looked like a page from the Golden Age: Tractions Avant, 2 CV, Dyane, Ami, GS, CX, D models, SM. A *Grande Dame* of Molsheim, a Bugatti roadster appeared. By the middle of the day, no Peugeots were in evidence.

From a USA perspective, this show takes commitment- a lot of driving and two border crossings. The experience is much more relaxing by staying in a local hotel overnight on Saturday. The Lonsdale Quay Hotel is almost next door to the site with dedicated parking. For those visiting only for that day, food, drinks, and real facilities are a short walk away. The cars, congenial crowds and alarming vistas of Vancouver are worth the effort.



Above: a 1969 DS which was licenced for the road for less than a year with less than 1000 miles on the odometer, otherwise remaining in storage. The car had outer body repairs and restoration, leaving the interior original. The work was completed two days before this show.



Above: Traction Commerciale with a common story; after importation 20 years ago it took five owners in Canada to settle on the keeper.





Above: Three Ami 6 Berlines at one west coast show, this probably has not happened since the 1960s. Two of the cars are restored, most notably the green example NNP 564 which was sold new in Santa Monica, California. Lionel Hondier did a yeoman job especially since the Ami range tends to be a “forgotten” type on this continent. Fortunately more than four decades after the cars were new, items like reproduction fabrics are available- to make up for the wholly inadequate factory types.

Below: Participation by Renaultistes showing the number of Twingos is increasing. Renault had solid coverage with an emphasis on niche interest with Clio Sport 16V, Alpine GTA, R5, R8 Gordini, R16 and Sport Spider.



Below: Citroën SM epitomizes the spirit of the Italian French collaboration. Other blended nationalities here: Cadillac Allanté, Volvo 780 by Bertone.



Above: 2 CVs spanned four decades with delights such as a mid-1950's Belgian-trim with fabric trunk.

Below: 1939 Traction 11 BL brings a smile to even the most indifferent Francophile. As would the kaleidoscope seats in the green Dyane 6.



Local Events Recap

PCN Editorial Staff, Images from Biblioptiucs Alanskii, Paul Melrose

Mercer Island Tour



The Mercer Island Tour was a relaxing, casual affair which started from Factoria Blvd in Bellevue. The route circumnavigated Mercer Island clockwise, ending at the Roanoke Inn on the mercifully quiet and peaceful northern tip of the island. One would never suspect a major interstate highway, I-90, crosses the island a half-mile away.



Present were the expected French models, Panhard PL-17, Citroën 2 CV, CX Prestige, accompanied by German, Japanese and British-built vehicles not least of which was a Slough-built Traction Drophead.

Mercer is small enough that the brief tour revealed the compass points of the island by the changing position of the sun and intermittent views of Lake Washington. Many tour participants ended the day with repasts and refreshments in the Roanoke's veranda. Thanks to Paul Melrose for organizational skills, and thank you to everyone who participated.



Point Defiance Picnic

The NWCOC visited Tacoma, WA and Point Defiance Park for a tour and picnic as well as an auto detailing demonstration. Participants gathered at the headquarters of a detail supplier in Tacoma. After indulging in coffee



and baked goods some club business was concluded in the nice meeting room. Next, we asked for a volunteer car for the detailing demonstration, which ended up being Radu's Traction custom.

The road tour through the streets of Tacoma, Ruston and Point Defiance Park revealed that road revisions and construction are constants. The park rarely fails to live up to its promise of scenery, greenery, history, stability and refuge from the bustling ambitions of the adjacent communities. Someday in the future residents of the latest developments may care that their waterfront condos are built on top of a massive slag heap, but today was not that day. Point Defiance Park itself has enough activities to last all day long.

Our picnic spot faced north across Puget Sound for a view of Colvos Passage and the southern tip of Vashon Island. Grey overcast skies and mist could not stop dozens of groups of people from fully enjoying the picnic tables and activities.



Mullin Museum Revisited III

PCN Editorial Staff, Images from Bibliopliuics Alanskii

Museums in general and Citroën collectors in particular are fortunate that André Citroën built a concern as adept at publicity as it was at auto manufacturing. This graphical and photographic legacy helps tremendously in relating the company history.



Above: Mullin created a visual timeline using factory images.

Below: Art Déco magazine ads from "L'Illustration" used photos, illustration and played with typography, circa 1927 - 1929.



Above: Promotional poster for the Juster dealership in Chartres, painted by Roger de Valerios.

Citroën was highly motivated to put the company name in every corner of France, and failing the name, at least the double chevron logo. Citroën's blue and yellow elliptical road signs papered the countryside.

Below: Poster by Pierre Louys for the C6 circa 1928. Louys' dramatic graphic design is exaggerated by our photographer's incompetence.





Citroën was ambitious about long international trips using half-track vehicles and efforts to beat world records- for endurance in particular. The “Croisière” trips, Noire (Africa), Jaune (Asia), Blanche (North America) generally met with more success than failure. The exploits were documented in motion pictures and photos and eagerly shared with the world. Such documentation revealed that the voyages were nothing like a “Cruise” as the name implied but involved teams determined to reach the goal- and return by any means necessary. Including disassembling the vehicles and carrying the parts through mountain passes, to be reassembled on the far side.

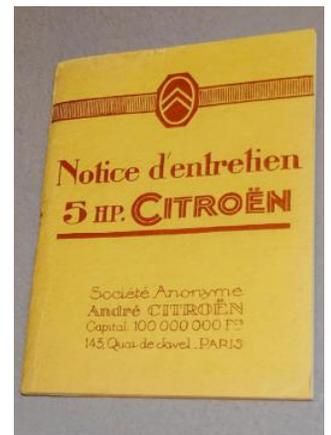
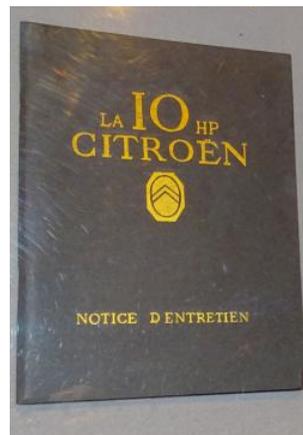
Below: Spanish language poster announcing the 300,000 Km record for the 8 “Petite Rosalie.” Average speed 93 Km/h at Montlhéry in 133 days. Challenge to other manufacturers- 3 million francs if Citroën’s record could be broken by January 1, 1935.



Above: Citroën Central Asian Expedition, the Croisière Jaune. The subtitle reads “The goal attained - From Beirut to Peking - The return [trip].”



Above: color map of the proposed Central Asian Expedition, with a chart of the elevations to be crossed, at the bottom. The anticipated route to Peking (Beijing) from Beirut would be approximately 11,000 Km.



Above: Mullin located and displayed the owner’s handbooks and maintenance guides for the 10 CV and 5 CV. Needless to say that it would be challenging to find century-old paper goods which survived the global depression and World War II.

Tech Tip: DS 19 Brake Calipers

PCN Editorial Staff

Not that many people are rebuilding DS19 brake calipers these days, but we recently had an opportunity to document some of the intricacies of these incredible components!



TYPICAL DS19 CALIPER (ASSEMBLED)



SOME OF THE RATCHETING PARTS

DS19 brake calipers are diabolically complex and notoriously difficult to make function properly. They are one of the very first disk brake calipers in the world and perhaps the first to incorporate a self-adjusting mechanism for a handbrake. The hydraulic portion of these calipers is relatively simple and reliable, but the ratcheting mechanism, which automatically adjusts the handbrake cable for pad wear, is tough to get working.

We took a close look at the various bits comprising the ratchet mechanism and we found that there is a bewildering array of part numbers. There are part numbers for the left hand caliper and other part numbers for the right caliper. These parts are identical mirror images of each other, but yes, you can easily install them in the wrong caliper.

There are also ratchet mechanisms with different numbers of teeth (8 teeth vs. 10 teeth). So the accompanying ratchet operators and pawls are also different. And yes, all of these parts look nearly the same, so it is very easy to get a 10 tooth ratchet installed in a caliper with a ratchet pawl intended for an 8 tooth ratchet. And no, the caliper will not ratchet in this configuration.

The DS19 was in production for 10 years. So there are also newer and older designed parts for these calipers that cannot be intermixed.

By the time you consider left vs. right, 8 tooth vs. 10 tooth, and old vs. new, there are literally dozens of incorrect combinations of parts you can assemble, which of course renders the caliper inoperable. Picking a part out of a box of spare parts is very likely to be the wrong component, even though it may look correct at first glance.

Ratchet Wheel

Year Range	Left	Right	Note
Before December 1957	D 45422 	D 45422a 	8 teeth. Notice that the ratchet wheels are "handed" - the ratchet teeth are pointed left or right.
Dec. 1957 to May 1958	DM 45422 	DM 45422a 	10 teeth. Notice that the ratchet wheels are "handed" - the ratchet teeth are pointed left or right.
After May 1958	Same as for cars before Dec. 1957	Same as for cars before Dec. 1957	8 teeth

DS 19 Brake Calipers

There are some important milestones to consider:

- Calipers before February 1958 have mechanical return springs on the floating piston
- Calipers before July 1960 have 38 mm diameter pistons
- Calipers after July 1960 have 42 mm diameter pistons

· Most calipers have an adjustment ratchet with 8 teeth, but for a few month period between December 1957 and May 1958, a 10 tooth ratchet was used

We have prepared several tables showing detailed photos and part numbers of each component, for each year of car. The following tables show some of the easy-to-screw-up parts:

Ratchet Operator "Cliquet"			
Year Range	Left	Right	Note
Before December 1957	 <p>D45433</p>	<p>(photo not available)</p> <p>D45433a</p>	<p>The parts book shows these as different left and right, but we believe left and right are interchangeable. The only difference appears to be the orientation of the rivets, but this does not seem to matter when installed.</p> <p>We believe that any cliquet designed for an 8-tooth ratchet will work.</p>
Dec. 1957 to May 1958	 <p>DM45433</p>	 <p>DM45433a</p>	<p>The parts book shows these as different left and right, but we believe left and right are interchangeable. The only difference appears to be the orientation of the rivets, but this does not seem to matter when installed.</p> <p>Notice that the shape of the tips for the 10-tooth ratchet wheel are different than those for the 8-tooth.</p>
After May 1958	<p>DS 45433</p> <p>(photo not available)</p>	 <p>DS 45433a</p>	<p>The parts book shows these as different left and right, but we believe left and right are interchangeable. The only difference appears to be the orientation of the rivets, but this does not seem to matter when installed.</p> <p>We believe that any cliquet designed for an 8-tooth ratchet will work.</p>

DS 19 Brake Calipers

Brass Guide

Year Range	Left	Right	Note
Before December 1957	 <p>D 45412</p> <p>D 45412 right-hand threads</p>	 <p>D 45412a</p> <p>D 45412a (with chamfer) left-hand threads</p>	<p>The threads on the inside are left- or right-handed.</p> <p>The slider for the right caliper has a small chamfer on the end- see photo</p>
Dec. 1957 to May 1958	 <p>DM 45412</p> <p>DM 45412 right-hand threads</p>	 <p>DM 45412a</p> <p>DM 45412a (with chamfer) left-hand threads</p>	<p>The threads on the inside are left- or right-handed.</p> <p>The slider for the right caliper has a small chamfer on the end- see photo</p>
After May 1958	Same as for cars between Dec. 1957 and May 1958	Same as for cars between Dec. 1957 and May 1958	

Pawl

Year Range			Note
Before December 1957	 <p>D 45435</p>		<p>For 8-tooth ratchet wheels.</p> <p>Study the shape of the tip of the pawl against one designed for 10-tooth ratchet wheels.</p> <p>They are the same for left and right calipers.</p>
Dec. 1957 to May 1958	 <p>DM 45435</p>		<p>For 10-tooth ratchet wheels.</p> <p>Study the shape of the tip of the pawl against one designed for 8-tooth ratchet wheels.</p> <p>They are the same for left and right calipers.</p>
After May 1958	Same as for cars before Dec. 1957		For 8-tooth ratchet wheels.

The Lost Lady

PCN Editorial Staff

Sometimes the histories of our vintage cars can be really odd and interesting. The following is a history of NWCOC members Doug Hunter and Carol Juris's beautiful 1966 DS21 Wagon.

We cannot verify where the car was originally purchased, but by the mid-70's a Boeing engineer named Andy Harris owned it. We think that the car was locally purchased when it was new, but no documentation exists to verify this. (A local purchase in 1966 would mean that it would have likely come from Paul Jolley's *Automobiles Internationales* in Seattle.)

Andy Harris lived in a waterfront house on Evergreen Point, a posh peninsula of land extending into Lake Washington in Bellevue, a suburb of Seattle. Andy was a tinkerer and by the late 1970's he had the car fully disassembled for a paint job and engine rebuild. Andy painted the car himself in the original BLANC CARRARE (color code AC 144), which is a somewhat unpleasant white with a slight tinge of mint green mixed in. But Andy never managed to get the car reassembled and sadly, it sat incomplete and dusty in his carport for several years.

In the early 1980's, this author bought the car from him, had it repainted a better color and installed a rebuilt engine/transmission. The new color was a more pleasing white called *Classic White* (a Mercedes color of the era). The DS then became my college commuter car, sitting in the University of Washington parking lot every day. About the time the college years were finished (1984), I sold the car to a local Citroën owner named Howard Alltounian, who was also known by his nickname "Sunny."



Howard "Sunny" Alltounian was an anesthesiologist in Seattle at the time and had previously owned a 1966 DS21M Pallas (see photo right of the 1966 Pallas). The 1966 Pallas was originally owned by another long-time Citroën owner from Seattle, Bob Norsen. We have lost track of the 1966 Pallas, but we suspect it is long gone as it was a bit worn out, even back in the early 1980's.

Howard married a woman named Marcia Moore in November of 1977. Marcia had a bit of a famous background. She was the heiress to the Sheraton Hotel fortune; her father was Robert Lowell Moore, the founder of the Sheraton hotel chain. Marcia's brother, Robin, was an author who wrote *The Green Berets* and *The French Connection*, both of which were made into successful movies. Marcia was sort of a "new age mystic-type" who is said to have dabbled in things such as meditation, yoga, unusual sex, reincarnation, psychic ability, astrology, etc. Since she was married to an anesthesiologist with a knowledge of medicine, her dabbling turned to drugs. Howard and Marcia experimented on themselves with a drug called, Ketamine. Ketamine is an anesthesia medicine which induces a trance-like state while providing pain relief, sedation, and memory loss. Marcia and Howard wrote a book about their Ketamine experiences called, *Journey into a Bright World*, released in 1978.



In January of 1979 on a cold, sub-freezing day, Marcia disappeared from their house near Mountlake Terrace, WA. Police were unable to figure out what happened to her. Marcia's brother / author, Robin was once quoted as saying that he believed that a cult may have abducted her. But others suspected Howard.

Two years later in early 1981, a home-owner in nearby Bothell, WA was cleaning out blackberry bushes on his land and found a skull and other human bones. The medical examiner, using dental records, identified the remains as that of Marcia Moore. There is a report that there was a hole in the skull resembling a bullet hole.

Nobody ever figured out the mystery of Marcia's death.....but a cloud of suspicion remained over Howard, preventing him from getting a job at any of the Seattle-area hospitals. For a brief period he moved to Detroit, but soon moved back to Washington State and was finally able to get work in the small coastal town of South Bend, WA.

When he was living in South Bend, Howard acquired a blue Citroën SM (color code AC 637, Bleu de Bregancon) which he had in addition to the 1966 DS wagon. In the mid-80's, Howard wanted to sell the SM and asked me to drive it to California to deliver it to the new owner, a musician from the San Francisco area. So Henry Reed and I drove the SM down the west coast. I have no idea of the fate of the SM.

Howard then moved to Las Vegas for a job at a medical center and he took the DS wagon with him. By about 1990, Howard was ready to sell the wagon and asked me to buy it back. So my parents, who often visited Las Vegas, met up with Howard and drove the car home to Seattle. Once here, we embarked on a moderate restoration. The car was again painted inside-and-out and it had another mechanical refresh. This time the car was painted a serene and appealing blue that was used on Peugeot 505's. As soon as the car was finished, it was sold to Dale and Virginia Hunter, who later passed it along to son Doug Hunter and his wife Carol Juris. Doug and Carol have taken beautiful care of it and it looks better-than-ever.

In the late 1970's and early 1980's I worked on all three of Howard's cars (the 1966 Pallas, the 1966 DS wagon, and the SM). But at the time I knew nothing of Marcia Moore or the controversies swirling around Howard. It wasn't until many years later that my mom picked up a book and learned the story. The book was written by famous true-crime author Ann Rule. In her 1999 book, *A Rage to Kill*, Ann Rule told the entire story of Marcia Moore; her life, her marriage, her mystic experimentation, and her disappearance. Ann Rule used mostly real names in the book, but assigned Howard "Sunny" Alltounian the fictional name of Walter "Happy" Boccaci. (Howard was still alive at the time the book was published.) Even with the fictitious name, my mom immediately recognized that Happy Boccaci was Sunny Alltounian. My mom later had direct correspondence with Ann Rule and she confirmed that Happy was Sunny.

Howard died of a heart attack in 2006, re-igniting the controversies surrounding Marcia Moore's death. If only Howard's Citroëns could talk, I am sure they would have quite a story to tell. The chapter in Ann Rule's book concerning Marcia Moore's story was titled, *The Lost Lady*. Lost indeed.



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.



The photo to the right is a random stock photo to remind you what a BX looks like – THIS IS NOT THE ACTUAL CAR. PCN #79

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 Citroen 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#78

1988 Peugeot 505 STX, automatic, 80000 miles, spare transmission and more new and used spare parts. Contact Rado Stoian at: radus505@yahoo.com PCN#78



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#78



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#79



PIÈCES DÉTACHÉES

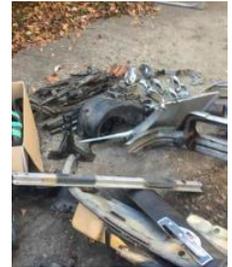
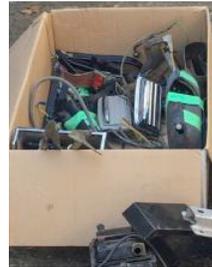
New front spheres for a Citroën DS. These fit any LHM (green fluid) car or station wagon. These are recent production parts made by the best sphere manufacturer out there (IFHS). Very good price at \$75 each (\$150 a pair). I also have rear sedan and accumulator spheres. Contact Chris at cddubuque@earthlink.net. PCN#79



DS NOS trunk gasket. This is the foam type used on many export models (such as North American models). This has been stored in a warm dry basement for many years and is in perfect condition, in original bag, rubber 'skin' is still soft and pliable with no cracking. \$185. Seattle, WA. cddubuque@earthlink.net. PCN#79



DS front bumper. Perfect Condition. Rare bumper with the lower vents for an Air Conditioned Car but fits any '66-'75 DS. The stainless parts professionally polished, sheet metal parts sand-blasted and painted. Been storing it for years, now time for it to find a new home. \$1500. Seattle cddubuque@earthlink.net. PCN#79



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#78

Citroën DS Rims. Very good condition wheels for a late model DS. Original paint in fair condition. \$100 for the pair. Seattle. cddubuque@earthlink.net. PCN#78



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#78



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#78

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#78

DS Distributor. New-Old-Stock NOS Ducellier Distributor for a Citroën DS. This has a 4254E advance curve which is generic enough to work on most any carbureted DS, DS21 or D-Special from 1966-1975. Easy one to get points/rotor/cap. Half the cost of the popular 123 electronic distributor. \$250 cddubuque@earthlink.net PCN#79



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#79

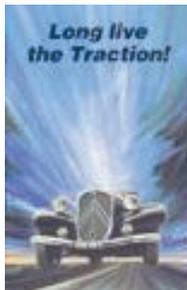


2CV Starter Motor. New Starter Motor for a 2CV/ Méhari. It is made in Poland for the original equipment manufacturer, VALEO. \$150. PCN#79, cddubuque@earthlink.net



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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.Citroënicity-vanessstudio.com. PCN#79

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#79

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#79

CITROËN CAR CLUB ONLINE STORE

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



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Cap Dark Blue Adjustable \$15
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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.

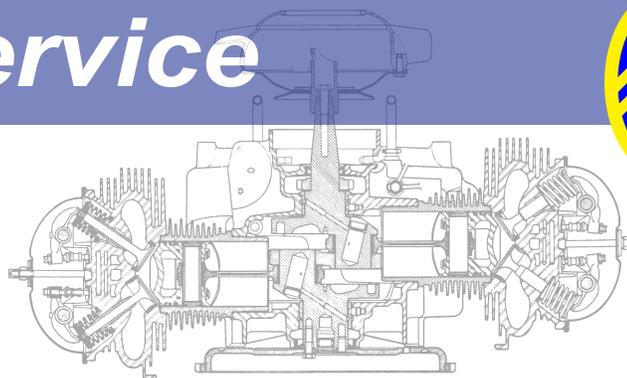


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NAME	LOCATION	SERVICE	CONTACT
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Books4cars (Alex Voss)	Seattle, WA	Automotive manuals, books and literature	books4cars.com
Brad Nauss Auto	Pennsylvania	Traction Avant and DS parts	bradnaussauto.com
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 Concours	San Diego, CA	Parts and repair: all Citroën	858 566 2860
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.



Concours de Maryhill 2019 Open Car Show

Saturday, October 5, 2019 9 a.m. - 4 p.m.
Awards - 3:30 p.m. * Event Dinner - 4:00 p.m.

Registration: \$20 at show; \$15 pre-registration by Sept. 28, 2019. One entry per vehicle.
Buffet dinner: \$18 per person.

Please make check or money order payable to GMA and return with **signed form and disclaimer** to Goldendale Motorsports Association, P.O. Box 481, Goldendale, WA 98620 by Sept. 28, 2019. For more information, contact Dennis Schroder at (509) 539-2557.

Vehicle Information:

Year: _____ Make: _____ Model: _____

Please have car parked by 11 a.m. Hillclimb Racers parade to Museum at approximately 12 p.m.

Please mark the ONE class you wish to enter:

OPEN CLASS:

- A. 1929 & Older _____
- B. 1930s _____
- C. 1940s _____
- D. 1950s _____
- E. 1960s _____
- F. 1970s _____
- G. 1980s _____
- H. 1990s _____
- I. 2000 & Newer _____

- J. Modified ('60 & Newer) _____
- K. Pickup _____
- L. Motorcycle _____
- M. Convertible _____
- N. Corvette Coupe _____
- O. Corvette Convertible _____
- P. Chevrolet Tri-5 _____
- Q. Survivor _____
- R. Orphan _____

AMERICAN MUSCLE ('63-'73):

- S. American Motor Co. _____
- T. General Motors _____
- U. Ford Motor Co. _____
- V. Mopar/Chrysler _____

EUROPEAN:

- W. British _____
- X. German _____
- Y. Italian _____
- Z. Swedish _____

Name: _____

Address: _____ City, State, Zip _____

Phone: _____ Email: _____

Number of dinner tickets: _____ Total Enclosed: \$ _____

Please read before signing

DISCLAIMER: I hereby release Goldendale Motorsports Association, the Maryhill Museum of Art and all other sponsors, members, officers, employees, agents, family, friends and pets from all liability for any injury, damage or insult (real or imagined) in connection with this event. We respect your right to have an opinion, but there is no political advertising of any kind allowed. Entrants give permission to use photos and videos and information of entrants, guest(s) and/or vehicles for any promotional or commercial purpose and are not due any monetary compensation whatsoever. Additionally, I hereby certify that this vehicle is covered by auto liability insurance.

Signature: _____ Date: _____



**We urge all Rendezvous 2019 attendees to stay at the
Cambria Pines Lodge, Cambria CA**

NOTE: Our rooms at Cambria Pines are sold out.
There are plenty of other nice places in Cambria.

We recommend the Bluebird Inn, <https://www.bluebirdinn cambria.com/>

Cambria Pines Lodge
2905 Burton Drive, Cambria CA 93428
(800)966-6490

You must make your reservations before August 19, 2019

*Should you miss the cutoff date to make your reservation you may call the hotel to reserve a room
at their best available rate, based on availability.*

**Rendezvous 2019 Gala Dinner
September 21st, 2019**

Gala Dinner Program

6:00–7:30 No-host bar
7:30–10:00 Gala Dinner
10:00–10:30 Awards Presentation

Gala Dinner Menu

Salmon Filet

Fresh filet of salmon baked with basil sauce or broiled and drizzled with
citrus balsamic reduction.

Santa Maria Style Barbeque

Mesquite marinated beef tri-tip with baked beans, served with garlic bread.

Ravioli Medley

A combination of cheese, sun-dried tomato, and butternut squash ravioli, topped
with herbs from our garden and parmesan basil cream.

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	Rod Pick	rod@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

Info on Citroën, DS brand, Panhard and PSA Group's French brands (Peugeot, SIMCA, Talbot) created for and published by the participating organizations.

Classified ads limited to 75 words and one photo; ads run 2 issues.

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

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

President	Lincoln Sarmanian	lscitromatic@gmail.com
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Treasurer	Al Johnson	aljohnson@windermere.com
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Canadian Liaisons	Chris Adshead	chrisadshead@shaw.ca
	John MacGregor	johnnymac4bc@telus.net

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\$20 for Electronic Edition (an email address is requested).

Club email is: NWCOC@earthlink.net

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



Next Issue: Highway Earth Car Show

Front Cover: BC Italian and French Car Show. Image by Bibliopticus Alanskii **Image this page:** Highway Earth Car Show 2019. Image by Bibliopticus Alanskii

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