

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



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| Dates(s) | | Location | 2020 Event Information |
|-------------|----|-----------------|---|
| Mar 15 Sat | CA | Thousand Oaks | CCC Malamut Museum Tour. 10 AM 1121 Lawrence Dr, Thousand Oaks, CA. 91320 \$10 per person, includes soft drinks and light refreshments, please RSVP to: club@citroencarclub.us |
| Mar 21 Sat* | CA | Weimar | Dennis & Kathy Duesing BBQ. SVCC provides food, please BYOB. www.sfrccc.org |
| Mar 22 Sun | WA | Newcastle | NWCOC Spring Drive Tour. 9 AM Meet at Starbucks 6977 Coal Creek Pkwy SE, Newcastle, WA. Drive tour begins 10 AM. Drive concludes in Auburn at Oddfellas Pub. Please RSVP to sringdrivetour@gmx.com, more info: 425 306 8525. |
| Apr 26 Sun | CA | Monrovia | CCC AGM and DIY Tech Day. 10 AM - 4 PM, 417 E. El Sur St, Monrovia CA 91016. Get your Citroën ready for summer driving with a little help from your friends. Tune up, oil & filter change, sphere charging, LOTS of free advice. Bring your car and necessary parts or just come watch the fun Potluck BBQ, Annual meeting, short and sweet, Steve McCarthy's garage, hoist and dual Webbers. |
| May 3 Sun* | CA | Benicia | Artist Open Studio tour, possibly meal afterwards at a restaurant. www.sfrccc.org |
| Jun 7 Sun* | CA | Lodi | Kirk & Larry's Car visit + picnic in a park / winery nearby. www.sfrccc.org |
| Jun 21 Sun | BC | North Vancouver | BC Italian-French Car Show. This Father's Day delight has attracted cars which may be seen once all year. How many Ami 6 can you see all in one place? An adjacent food court with proper tables & chairs and indoor sanitary facilities elevates this show. For those travelling from Seattle, there are local hotels to split up the long driving days. |
| Jun 28 Sun* | CA | Franklin Canyon | Highway Earth Car Show. Multi-marque event, CCC gets a special French car section. Franklin Canyon Park, Beverly Hills, CA. Sign-ups at: www.highwayearth.com |
| Jul 12 Sun | WA | Seattle | Cit-Chat BBQ. 1 PM at Axel and Uschi's Call 206-439-0202 or e-mail info@2CVsRus.com for directions, RSVP not required. Bring: Meat for BBQ and/or other dishes. We will provide: German Bratwurst, soft drinks, and entertainment! If it rains: The party room in the garage will be ready and the grill will be covered. NWCOC Silent Auction! Bring: Please bring items to donate to the NWCOC Silent Auction. Proceeds are used to support our club. These need not be Citroën or even car related! Please make sure that auto parts are clean or wrapped for protection. Bid: The Silent Auction augments the club treasury and we count on it! Be ready to take home some fabulous items! |
| Sep 18 -20 | CA | Pismo Beach | Rendezvous 2020. This year at the Shore Cliff Hotel, 2555 Price St, Pismo Beach, CA 93449 Details and registration form coming soon. |
| Oct 18 Sun* | CA | Colfax | Tech Day in Colfax, in conjunction with Evan & Janie's annual potluck. www.sfrccc.org |
| Nov 1 Sun* | CA | Van Nuys | Best of France and Italy. 9 AM - 4 PM, Woodley Park, Burbank Blvd at Woodley. One of Southern California's best attended events, this event is well worth an afternoon. Typically has food and swap meet vendors along with the cars. See www.franceanditaly.com |
| | | | * Indicates event not sponsored by CCC-NWCOC-CAC |



Farewells



Donna Beemer

May 14, 1929 -- December 30, 2019

It was love at first sight when, in 1973, Greg Beemer pulled into a Colorado gas station to fill up his motorcycle. In the U-Haul truck at the next pump was his eventual bride, Donna, with all her worldly possessions including her motorcycle. Donna was moving west to San Francisco, but Greg kept track of her and the rest is history.

They built a life together in San Jose. Donna was an avid builder, an avid motorcyclist, and an avid person as a whole. She was the type of person who would take up skydiving at age 80. Greg and Donna toured the country in their motorhome, sampling ice cream along the way.

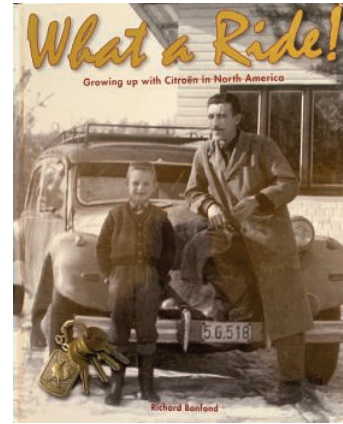
We will all miss Donna's unflappable spirit and positive nature, and of course her riding chops!

Greg can be reached at:
1055 Bird Ave, San Jose, CA 95125
g.beemer@comcast.net
Home 408-286-0783
Cell 408-309-7132

-From Dave Bruckmann,
San Francisco Region Citroën Car Club



Book Review



A congratulations is in order to Richard Bonfond. For years he has been thinking about writing a book and he has now made good on the promise.

Richard Bonfond's dad, Albert, was born in Belgium in 1915. After the war, he started an automotive repair shop or two in Brussels. While Albert worked on many marques at his shops, he gravitated toward Citroën. In 1956 Albert moved his family, wife and son Richard to the USA where he quickly was hired by Citroën due to his automotive background. At the time, Citroën was making its first inroads at selling cars in the USA and desperately needed experienced people and Albert was in the right place at the right time. As the years passed by, Richard followed in his dad's footsteps and became involved deeper and deeper in the Citroën marque, working at Citroën facilities in Los Angeles and New York, as well as a few international locations.

Here it is decades later and Richard, now retired, has brought together his lifelong treasure-trove of Citroën memories, documents, and photos and has written a hardback book about the Citroën experience in the USA. The book is not a blow-by-blow history of the marque, but instead is a personal retrospective of Richard's experiences as the Citroën marque was expanding and then later contracting in the USA. The book is called, *What a ride – Growing up with Citroën in America*.

In the book, Richard covers his family history, the dealership experience in the USA, his jobs in the Citroën world, and the various personalities. Richard has included an amazing collection of period photos. Many names surface in the book that bring back memories for us, such as Jacques Abot (French Car Service), Scott Curtis (Curtis Circus), and Seattle's own Paul Jolley (Automobiles Internationales).

The timing of Richard's book is quite interesting as the history of the Citroën marque in North America has seen an uptick of interest lately. Please see the SeattleCitroen.net website which has detailed histories of Citroën in the Pacific Northwest, and Citrowagon.fr which has various history articles of Citroën in the USA (in French language).

We highly recommend Richard's book if you are at all interested in the history of our favorite marque in North America. Congratulations Richard – we have been hoping this project would come to fruition for years. Ordering information is as follows:

Book name: *What a ride – Growing up with Citroën in America*.
Contact: citroenaid@gmail.com
Price: US \$39.50 plus \$8.00 shipping within the continental US. For all other destinations, inquire at the email noted above. Preferred payment is PayPal.

-From Tom Turner, Klamath Falls, OR

I would like to communicate with the fellow named Patrick, who bought the 2 Citroëns I sold him here in Klamath Falls last year.

I found the CV Manual and Citroën club publications for him. I could not locate them at time of sale. I think he lives in the Portland area, If you could ask the members about this I am sure he would appreciate it.

The cars were a 2 CV and a panel.

Thank you much.

Tom Turner, Klamath Falls, Oregon 97601

tturner7518@charter.net

- From Richard Bonfond

Hello everyone,

We have received the following information through the ACI requesting us to kindly distribute the information to our clubs, please see below and attachment:

The association L'Aventure Peugeot Citroën DS was created in 2015 to preserve the heritage of all PSA Group brands and expanding and developing that heritage across the world. (This association is out of the PSA Group)

The Association represents over 200 years of history and consists of several heritage operations, L'Aventure Peugeot, Citroën Héritage, DS Héritage, L'Aventure Peugeot Museum in Sochaux, The Conservatoire Citroën-DS in Aulnay, L'Aventure Automobile in Poissy and The Archives centre based within the Terre Blanche site in Hérimoncourt.

L'Aventure Peugeot Citroën DS, does employ a team of dedicated staff supplemented by a network of volunteers, often former employees of Groupe PSA, in its daily operations. These staff are active across all the sites supplying Advice, Certification, Restoration, Archive Identification, Event Organisation and Public Relations. Their experience and knowledge of the PSA Group guarantee an excellent service across every field that we represent.

The records of Citroën, Panhard and Peugeot cars are held in our archives, it is possible (if the car is original) to provide some birth certificate. At least there is :

- Date of manufacture
- Body version (Sedan, Roadster...)
- Finition (DS Pallas...)
- Confirmation if the provided numbers (engine, body, bodyshell) match together.

If the car was built after the seventies, there are other details :

- Version (DS Cabriolet, 2 CV CHARLESTON...)
- Color
- Name of the dealership

The amount of information available about your car varies depending on its brand, model and year. Do not hesitate to contact us for more information.

Please note that currently the 1972-1978 Citroën Invoices are not available. Hopefully they are safely stored in thousand of boxes on heavy pallets.

You can apply here:

<https://www.laventurepeugeotcitroends.fr/attestation-documents>

Or ask us the order form (PDF file, enclosed in this e-mail) :

contact-avpcd@mpsa.com

and if your car is a Simca-Talbot, you can take a look there :

<https://www.caapy.net/>

Our team remains at your disposal to facilitate your registration and restoration of your classic car. »

Cordialement/Best regards.

Guillaume KELLER

Employé du Service Identification Véhicules

Association l'Aventure Peugeot Citroën DS

Centre d'Archives d'Hérimoncourt

34, rue du Commandant Rolland

25310 HERIMONCOURT

<http://laventurepeugeotcitroends.fr/>

Best regards,

Richard Bonfond

ACI Delegate – Western USA



Citroën Ami One Concept

Media Citroën International

Citroën Unveils its Own Vision of Urban Mobility Accessible to Everyone!

Citroën is perpetuating 100 years of innovation and boldness dedicated to the freedom of movement with the presentation at the 2019 Geneva Motor Show of Ami One Concept, a disruptive all-electric object that places digital technology at the heart of a new experience of urban mobility affording more freedom and peace of mind.

Faithful to the Brand baseline "Inspired by You", Ami One Concept is the response to new customer behaviour and the challenge of the energy transition in the city.

The concept illustrates Citroën's vision of freedom in the city expressed by #LibertyElectricCityMobility:

Freedom of use for everyone: accessible without a driving licence, Ami One Concept is accompanied by an innovative global digital ecosystem fostering a modern, cheerful and broadly accessible mobility experience. The ecosystem rethinks the customer journey and offers customers "on demand" use ranging from 5 minutes to 5 years and spanning carsharing, rental and purchase. It includes a special mobile app that motorists use to manage their relationship with the object, providing access to a portal of services that simplify each journey.

Freedom of movement : city-centre access with an ingeniously designed 100% electric mobility solution that is ultra-compact and agile, offering mobility freedom for two people in an intuitive and connected object.

Freedom to be modern: an assertive, bold and colourful personality, and a virtuous and symmetrical design for a hip and protective object, for enjoying the city in style and comfort: The concept's identity and modernity are extended in a line of special products available at the e-boutique www.lifestyle.citroen.com

Zero CO2 emissions

Positing a new form of mobility and responding to current and future urban issues, Ami One Concept is fully in step with changes in society. Ami One Concept is an all-electric vehicle able to access all city areas while respecting the environment and offering controlled cost in use. Perfectly adapted to urban life in perpetual motion, Ami One Concept reaches a top speed of 45 km/h with zero CO2 emissions. With a range of 100 km, Ami One Concept can make numerous city trips, be they for one-off meetings or daily commutes. The lithium-ion battery, stored flat under the floor, is easily charged with an electric cable. Plugged into a public station or a Wallbox, a complete charge takes just 2 hours. Ami One Concept can also be plugged into a standard socket at home using an extension cable.

AMI ONE CONCEPT TECHNICAL CHARACTERISTICS

Length: 2.50 m
Width: 1.50 m
Height: 1.50 m
Turning circle between walls: 8 m
Weight: 425 kg



Concours de Maryhill 2019

PCN Editorial Staff, Images from Biblioptiucs Alanskii

The 2019 Concours de Maryhill was a novel experience, especially since many are not familiar with the Maryhill Museum of Art location just off Interstate 84 in the Columbia River Gorge. Our goal was a car show coincident with the revived Maryhill Loops Hillclimb event. French vehicles were requested as the featured concours marque for 2019. Show participants were allowed to drive the hillclimb course, normally closed to private vehicle traffic, for a several hour window on Saturday.

The complete roundtrip from Puget Sound to the event comprised nearly 500 miles, 243 miles outbound, from Point Defiance, WA on I-5 / 205 via greater Portland to I-84 and The Dalles. The return trip was 229 miles via Yakima, WA, Ellensburg, and Fauntleroy. That is a lot of driving all in one day, so skeptics are encouraged to overnight.

The Columbia River Gorge is a study in geology, ecosystems and skepticism. The alternately green and vibrant scene changes to dry, golden plains which are strangely pillowed and smooth up to the rugged edges of the river. Starting from Portland, Oregon, on Interstate 84 there is the Pacific Northwest orthodoxy of evergreens and waterfalls with the occasional volcano in the distance. Further east, the landscape begins to change, becoming drier, trees more sparse. On the way to The Dalles is Celilo Village, which travelers blithely pass, completely unaware that First Nations people had been gathering near that spot for fishing for the past 15 millennia, yes that is 15,000 years.

A case can be made that the oldest continuously inhabited location in North America pales in comparison to the titanic geological forces which shaped the Columbia River gorge itself. In a series of floods the glacial Lake Missoula in Montana, ostensibly half the volume of modern Lake Michigan, suddenly drained across Eastern Washington. Water deluged the Columbia Gorge bringing debris and soil which now occupy the Wil-



Above and Below: 1954 Devin "experimental" with a 745cc Panhard poeplant.



Above Panhard, Citroën on the show field with SAAB. **Below:** Columbia River gorge reveals ever-changing geology.



Concours de Maryhill 2019

lamette Valley in Oregon, fortunately for their wineries. Many aspects of this landscape inspire skepticism, so it was with two geologists, J. Harlen Bretz and J.T. Pardee, whose dogged flood research took several decades to convince their professional brethren.

Into this almost otherworldly landscape comes Sam Hill. He was another early 20th Century larger-than-life figure who used his polyglot education and money to start building a mansion that ended up the Maryhill Museum of Art. Advocating for good roads with proper grading and paving, Hill built Maryhill Loops Road as a prototype.

The Concours event, held on the grass next to the Museum of Art, contained vehicles of every type and description. Suitably, NWCOC's concise Citroën-Panhard group was next to SAAB, all three brands having overly colorful histories. Vendors spread around the edges of the display area offered all manner of edibles, biased towards fair food rather than pop-up style fare. The Museum itself had a small café featuring soups, sandwiches, and most important, real chairs, tables and beverages.

During the sunny afternoon various groups of non-race vehicles with escorts drove the hillclimb course. In our case, because the French vehicles were spread out in the show field, a bit of maneuvering to gather a caravan was akin to herding cats. Setting off to Maryhill Loops road, an Amilcar and the Panhard-powered Devin followed the escort. At the top of the course we soon gathered an excellent encapsulation of French Cars in America of the 20th Century. Pre-war 1925 Amilcar, 1954 Devin, factory imported Panhard PL-17, privately imported Citroën 2 CV and factory imported Citroën D model Break.



Above: Amilcar and Devin en route to Maryhill Loops with Mount Hood in the background. **Right top to bottom:** 1925 Amilcar CGS with body by C.H. DuVal. **Below:** On Maryhill Loops proper.



One perk of being the featured type in the Concours was to have a photo shoot of the cars on the hillclimb. The idea was to start at the bottom, drive in close formation up the twisting course and acquire suitable images for the event coverage. Those of us observing from above noted that the formation of cars went in fits and starts, and the whole group returned to the base of the hill to start over. Herding cats.



Once the official photos were complete, the hillclimb course had to be vacated to prepare for the race the next day. The drive up the hill is exciting because the cars are working to climb and the road was built deliberately twisty. The drive down reveals a south-facing vista of a seemingly endless rolling golden plateau across the Columbia River, very relaxing until the brakes get hot. At the base of the hill we began to investigate the several routes back the the Maryhill Museum of Art.

About a mile away there was a transparently inauthentic recreation of Stonehenge representing the worst American instincts towards kitsch, such as the half-scale replica of the Tour Eiffel in Las Vegas. We decided to give the ersatz-Stonehenge a cursory look, it is the kind of thing that only has to be seen once.



Above: the cars go up down the hill, the cars come back up...
Right and below: ID21F with the Columbia Plateau in the background.
Lower right: Faux Stonehenge edifice.



Above: top of the Maryhill course. **Below:** Sam Hill created the Loops road as a prototype to advocate for proper grading and paving.



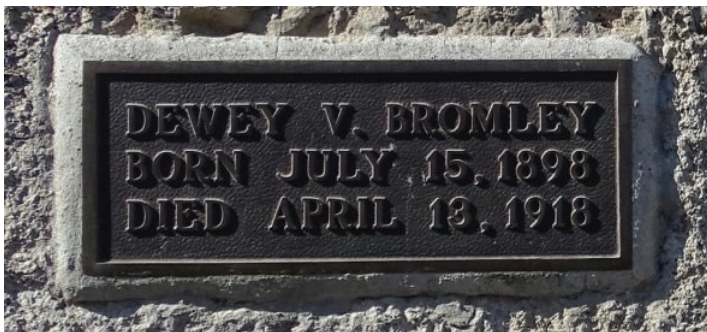
A plaque indicated that Maryhill Stonehenge was in fact a World War I memorial to the lost soldiers and sailors from Klickitat County. Some basic math skills at the individual memorial markers made us flee the scene, skepticism in tow.

After a late lunch in the Museum of Art cafe, a brief perusal of the museum was in order. The collections are as unexpected as they are eclectic, ranging from dozens of chess sets from across the globe, to Rodin sculptures and studies, to a tribute to Loie Fuller, herself a pioneering stage performer, using electric lighting in novel ways. Queen Marie of Romania contributed many items including furnishings and Eastern Orthodox icons. An entire section is devoted to baskets and beadwork from the First Nations people of the Columbia Plateau.

We departed the venue for the 200-plus mile drive back to the Seattle area, satisfied by a most interesting day of activities. For future events the advice is to arrange an overnight stay. Thanks to Starke Shelby for going out of his way to invite our groups and cars to the event.



Above: view from Maryhill Stonehenge. Below: Maryhill Museum of Art, new section with sculpture garden and a small café.



Above: All anyone needs to know about war. Below: Maryhill Museum of Art, originally Sam Hill's mansion but never actually finished as such.



Mullin Museum Revisited V

PCN Editorial Staff, Images from Bibliopliuics Alanskii

For 1938 Michelin had perfected their new "Pilote" wheels fitted with wider tires. The rims used interlaced rectilinear "spokes." These rims became standard equipment for 1938. Citroën increased the track and overall width 3 cm (1.18 in) for 137 cm (53.93 in) front, 135 cm (53.14 in) rear, 167cm (65.75 in) overall width for the 7C for example. For model year 1938 the Traction "Faux Cabriolet" coupes were reduced to minor numbers; 21 7C, 81 11BL, 37 11B, which explains why there are so few coupes with Pilote rims.

A new Traction 11 Commerciale was introduced in one color: black. This started the blackening of the model range, beginning with the sedans. On the 6-light bodies, Familiale and Commercial, the rear passenger doors from the 11 sedan were adopted to simplify production. Some lore states that there may have been structural issues with the body shell using the original door design. The instrument cluster began to incorporate a clock and a black background.

By September 1938 the 7C coupe body, formerly called the Faux Cabriolet was out of production, followed in October 1938 by the 11 Légère and 11 coupes. The rear-drive 7 UA and 11 UA met their demise as well in 1938.

The biggest non-news for 1938 was that Citroën built a batch of Tractions with six-cylinder engines, 1 in June, 13 in July, 7 in August and 8 in September. This series of cars was delivered to dealers and several high-level customers as a pre-production run. The official announcement of the line would not occur until the Salon.

By 1939 the Traction's technical issues were largely solved. The cars were marketed and distributed effectively and by now were the most-loved mass produced cars in France. The idea was to increase the model range, upward. Though the 22 CV V8 project was long gone, the new 15 SIX was developed under better auspices, and quickly gained the reputation as "La Reine de la Route" - Queen of the Highway.

The 15's basic body shell and wheelbase specs resembled the 11B, overall length increased 11 cm (4.33 in) to 476 cm (187.4 in). A longer, louvered hood accommodated the larger 2867cc inline-six OHV engine. The bore and stroke dimensions were 78 x 100 as on the 11 CV, and technically the power plant was 16 CV. In order to limit the overall length, the gearbox was built with three shafts in the same plane, which also meant that the engine rotated "to the left" or Gauche, hence the designation 15 SIX G.



At first the only six-cylinder model was the 15 SIX 5-seat sedan for FF 36,300 versus FF 27,700 for an 11B Normale. Two extra cylinders cost FF 8600, and as with most Citroëns, the difference out on the road erased any doubts. The model line expanded with 6-light bodies, at 496 cm (195.27 in) overall length the largest production Tractions to date. Planned six-cylinder cabriolets famously remained one-offs commissioned for the highest corporate echelons or their relatives.

Citroën was not about to rest on their laurels, knowing full well that if the model offerings expanded upmarket then they would have to make some effort at the lower end. Thus appeared in February 1939 the 7C Economique. The new type boasted 10 percent less fuel consumption with the same performance, supposedly. The price was FF 24,700, the same amount as an 11B Légère which begs the point. The cabriolets were also identically priced, 7C Economique and 11 B Légère at FF 31,100.

In the middle of the model list, the 11B became the 11B Performance. Power increased to 56 HP by using an inverse carburetor, improved intake and flat topped pistons rather than concave.



Above: 1938 11 B Faux Cabriolet, chassis 134126, restored in 2008, purchased by Mullin in 2015. A rumble seat is evident, steps at right rear.

Left: Faux Cabriolet dashboard. **Below:** bench seat interior



Mullin Revisited Part V

At this point the war began. All plans for the new cars like the Toute Petite Voiture were suspended and Citroën passenger car production fell off rapidly. Production of 7C, 11BL and 11B sedans occurred piecemeal into 1941, with the 6-light bodies similar, down to a single 11B Familiale assembled in February, 1942. In 1939 French industrialists had not believed the war would last long, but after 3 years the point was undoubtedly brought home.

In the war's aftermath, June 1945, the 11 BL marked Citroën's return to passenger cars, with 1,525 built by the end of 1945. The 11 BL was now priced at FF 120,125. The 15 SIX returned in February, 1946, with 148 built by September, priced at FF 179,575. These very first cars could be painted with military surplus "Vert Reseda" green. Gone was the festive palette from before the war, even restrained as it was by 1939. Tractions were essentially all dark grey metallic for the next year then black until 1953. The Pilote rims were replaced with BM solid steel types.

By the Salon of 1946, Citroën showed three models: 11 BL, 11 B and 15 SIX G. The 11B only came into production in March 1947. The cars were equipped with louvered hoods, headlamp buckets painted body color, solid BM rims, light grey on 11s and ivory on the 15 SIX. A small trim underlined the belt line and bumpers featured pretty but lethally sharp overriders.

The news for the 15 SIX in 1947 was a new gearbox which allowed the engine to rotate "to the right" or Droite hence 15 SIX D. The engine received a new cylinder head, new carburetor, firing order 1-4-2-6-3-5 instead of 1-5-3-6-2-4. Performance remained essentially the same, again begging the question, other than to rationalize production. The 15 SIX grille had a noticeably oblong crank hole and no parking lamps on the fenders.

By now, popular parlance rendered the 11 CV as 11 Légère and 11 Normale. The factory designations remained 11 BL Performance and 11 B Performance. Total production for 1947 was reported as 21,163 cars.

For 1948, the 15 SIX D ramped up to regular production numbers, though still only 2,730 for the year. The two-part wheel covers with a painted bell-shaped cover and chrome hubcap gave way to larger and more visible full chrome wheel covers to differentiate from the 11s. The grille's oblong crank hole was now covered with a chrome emblem "15-6 cylindres."

Darkness descended over the Tractions Avant with all 11 CV bodies painted black from spring, 1948 until 1953. The 15 SIX had a choice of dark grey metallic or black for a few more years. The wheel colors standardized on ivory for the whole range. Total 1948 production increased to 30,246 cars.

Quite obviously the biggest news from Citroën at the 1948 Salon was the introduction of the reinvented Toute Petite Voiture project, baptized 2 CV. The new creation, announced at FF 185,000, did not penetrate the public quickly with only 924 examples built for the 1949 model year. The next year only 6,176 cars were built but the price increase to FF 228,000 seemed acceptable to customers who were starting to catch on to Pierre Boulanger's grand idea.

The Tractions carried on with minimal changes, such as the 11 range having an oblong crank hole in the grille and the dash surround changed to white in July. Total car production for 1949 reached 43,474, more than doubling since 1947.



Above and Below: 1949 15 SIX, Chassis 683535, Engine PR02604. Purchased by Peter Mullin in Europe in 2016.



Floating Power

PCN Editorial Staff

We came across an interesting article in the April 17, 1932 edition of the Seattle Times.

CHRYSLER IDEA FOR CITREONS

Famous French Automobiles Will Be Equipped With **Floating Power** Mountings

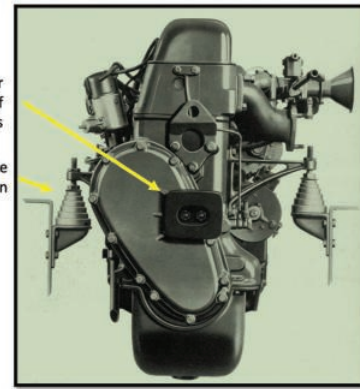
Following a transatlantic telephone conversation last week with Andre Citroën, Europe's largest automobile

manufacturer, Walter P. Chrysler gave out the statement that the French motor magnate will equip all Citroën cars with the Chrysler Motors' patented floating power engine mountings, according to word received in Seattle last week by S. S. Sayres, president of the American Automobile Corporation, Chrysler distributors in this territory.



Under this license arrangement the Societe Anonyme Citroën will be permitted to produce and install this new engineering development in Citroën cars manufactured in France or assembled in the company's European plants.

Negotiation of this license agreement followed a recent visit of Mr. Citroën to this country during which he made a careful study of the floating power engine mounting principle at the Chrysler engineering laboratories in Detroit. Mr. Citroën immediately recognized the outstanding nature of this engineering achievement not only as a complete solution of the problem of engine vibration in four-cylinder cars, but also as a far-reaching contribution to smoother operation of cars of six, eight and more cylinders, Mr. Chrysler said.



Early engine motor mount systems tended to transmit significant torque and vibration to the car's chassis. But one of Chrysler's premier engineers in the 1920's and 1930's was a man named Owen Ray Skelton and he was working with a team of engineers to figure out ways to reduce engine vibration. His team came up with an idea; he figured that an engine should only be supported at two points (one in the front of the engine and one at the back). These points should be chosen to define the fore-aft axis that passes through the engine's center of mass. With the motor mount axis going through the center of mass, the engine can rock back and forth on the axis without a shift of mass onto the chassis itself, thus reducing the vibrations that reach the chassis.

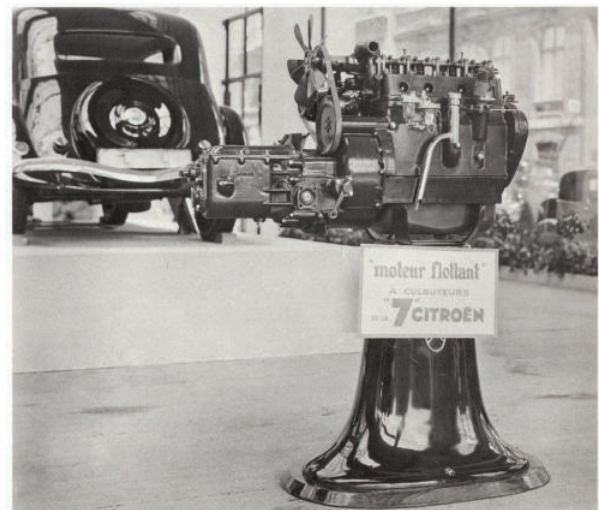
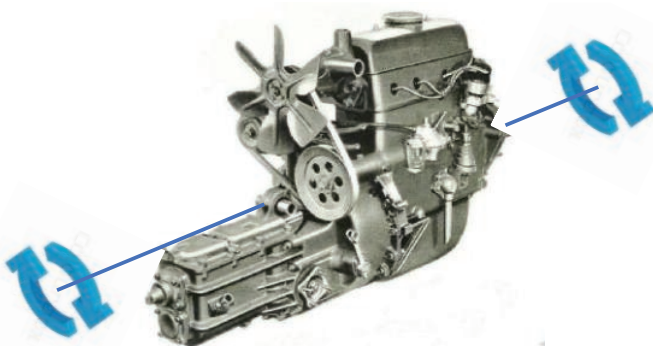
Skelton further deemed that the engine supports at the ends of the axis should be made of rubber to absorb energy. Finally, to keep the engine from rotating too far around, simple metal springs were added at the sides (or elsewhere) to limit the torsional motion.

Citroën used Floating Power (Moteur Flottant) on several cars, including the C4-C6 range and of course on the Traction Avant.

When we were researching the Floating Power concept, we found that there was a nasty lawsuit in 1936 between Chrysler and a man named Rolland S. Trott over patent rights of this motor vibration isolation concept, as well as a trademark of the name, "Floating Power." Trott lost the patent battle and the name "Floating Power" was thus awarded to Chrysler as a trademark.

Eventually, the ever-increasing horsepower that engines produced in combination with tighter and tighter engine compartments rendered the Floating Power concept outdated.

The article states that in 1932, Andre Citroën procured a license to use Chrysler's engine motor mount system called, "Floating Power." So, what is Floating Power?



Ivan Frank, Denver Citroën Dealer III

From Georges Citrowagon, Images from Edouard, Ivan Frank

Auto Shows

CITROWAGON: "Ivan, Outside racing cars what were you doing?"

IVAN: "Along with my friend Carl Bartz, I participated in several auto shows. For those I modified a few cars to show the advantage of the hydraulic suspension..."

Photos at right: Denver Auto Shows of 1960 and 1961

One car was fitted with an electric hydraulic pump in addition to the normal one. The advantage of the additional pump (is that it permitted a demonstration) of the hydraulic suspension without running the engine! With the additional pump, one could raise and lower the car at will. It was easier than to (verbally) explain the superiority of the hydraulic suspension.

IVAN: "(With) the heart of the car alive, I could show the regulation of the suspension's height by installing a heavy suitcase in and out the trunk.. Furthermore, the comfort inside was better, the power steering functional, and to finish, the car showed better on its lower stops.

(Another) advantage of the ID and DS was the location of the spare tire. This was one of my strong selling points. I did not hesitate to push the fact that the spare was located under the hood and the few tools necessary inside of it. But more importantly, the fact that it was not necessary to remove suitcases or empty the trunk to access the spare to change a flat during a trip. (Similar) for a (DS station wagon); no need to remove the load to access the spare.

My mom also participated! She had handcrafted a Citroën banner. My girlfriends of time were wearing it during the shows, making them the official Miss Citroën!"

CITROWAGON: The banner still exists! I could not resist to take a picture of Ivan with it!



Next Issue:

Ivan Frank and Concours Contests



PSA FCA Merger

Story and images from Media Citroën International



Rueil-Malmaison and London, 18 December 2019

Groupe PSA and FCA Agree to Merge

New entity will have the leadership, resources and scale to be at the forefront of a new era of sustainable mobility

- Combines companies' extensive and growing capabilities to address the challenge of shaping the new era of sustainable mobility
- Combined company will be the 4th largest global OEM by volume and 3rd largest by revenue with annual sales of 8.7 million units and combined revenues of nearly €170 billion¹
- Creates a diversified business with among the highest margins in its core markets of Europe, North America and Latin America and the opportunity to reshape the strategy in other regions
- Merger will deliver approximately €3.7 billion estimated annual run-rate synergies with no plant closures resulting from the transaction – synergies are expected to be net cash flow positive from year 1
- Strong combined balance sheet and high level of liquidity provide financial flexibility with an investment grade credit rating expected
- Combined company will leverage investment efficiency across a larger scale to develop innovative mobility solutions and cutting edge technologies in new energy vehicles, autonomous driving and connectivity
- Broad portfolio of well-established iconic brands offering best-in-class products covering key vehicle market segments and delivering higher customer satisfaction
- Excellent working relationship between the two management teams, which share successful track records in turnarounds, value creation and successful OEM combinations
- Strong governance structure to underpin combined company performance with John Elkann as Group Chairman and Carlos Tavares as Group CEO, with a majority of independent directors²
- Strong support of long-term shareholders (EXOR N.V., Peugeot Family Group, Bpifrance³) who will be represented on the Board

Fiat Chrysler Automobiles N.V. ("FCA") (NYSE: FCAU / MTA: FCA) and Peugeot S.A. ("Groupe PSA") have today signed a binding Combination Agreement providing for a 50/50 merger of their businesses to create the 4th largest global automotive OEM by volume and 3rd largest by revenue. The proposed combination will be an industry leader with the management, capabilities, resources and scale to successfully capitalize on the opportunities presented by the new era in sustainable mobility.

With its combined financial strength and skills, the merged entity will be particularly well placed to provide innovative, clean and sustainable mobility solutions, both in a rapidly urbanizing environment and in rural areas around the world. The gains in efficiency derived from larger volumes, as well as the benefits of uniting the two companies' strengths and core competencies, will ensure the combined business can offer all its customers best-in-class products, technologies and services and respond with increased agility to the shift taking place in this highly demanding sector.

The combined company will have annual unit sales of 8.7 million vehicles, with revenues of nearly €170 billion⁴, recurring operating profit of over €11 billion⁵ and an operating profit margin of 6.6%, all on a simple aggregated basis of 2018 results⁶. The strong combined balance sheet provides significant financial flexibility and ample headroom both to execute strategic plans and invest in new technologies throughout the cycle.

The combined entity will have a balanced and profitable global presence with a highly complementary and iconic brand portfolio covering all key vehicle segments from luxury, premium, and mainstream passenger cars through to SUVs and trucks & light commercial vehicles. This will be underpinned by FCA's strength in North America and Latin America and Groupe PSA's solid position in Europe. The new Group will have much greater geographic balance with 46% of revenues derived from Europe and 43% from North America, based on aggregated 2018 figures of each company. The combination will bring the opportunity for the new company to reshape the strategy in other regions.

The efficiencies that will be gained from optimizing investments in vehicle platforms, engine families and new technologies while leveraging increased scale will enable the business to enhance its purchasing performance and create additional value for stakeholders. More than two-thirds of run rate volumes will be concentrated on 2 platforms, with approximately 3 million cars per year on each of the small platform and the compact/mid-size platform

These technology, product and platform-related savings are expected to account for approximately 40% of the total €3.7 billion in annual run-rate synergies, while purchasing - benefiting principally from scale and best price alignment - will represent a further estimated 40% of the synergies. Other areas, including marketing, IT, G&A and logistics, will account for the remaining 20%. These synergy estimates are not based on any plant closures resulting from the transaction. It is projected that the estimated synergies will be net cash flow positive from year 1 and that approximately 80% of the synergies will be achieved by year 4. The total one-time cost of achieving the synergies is estimated at €2.8 billion.

Those synergies will enable the combined business to invest significantly in the technologies and services that will shape mobility in the future while meeting the challenging global CO2 regulatory requirements. With an already strong global R&D footprint, the combined entity will have a robust platform to foster innovation and further drive development of transformational capabilities in new energy vehicles, sustainable mobility, autonomous driving and connectivity.

The merged entity will benefit from an efficient governance structure designed to promote effective performance, with a Board comprised of 11 members, the majority of whom will be independent⁷. Five Board members will be nominated by FCA and its reference shareholder (including John Elkann as Chairman) and five will be nominated by Groupe PSA and its reference shareholders (including the Senior Non-Executive Director and the Vice Chairman). At closing the Board will include two members representing FCA and Groupe PSA employees⁸. Carlos Tavares will be Chief Executive Officer for an initial term of five years and will also be a member of the Board.

Carlos Tavares, Mike Manley and their executive teams have a strong track record in successfully turning around companies and combining OEMs with diverse cultures. This experience will support the speed of execution of the merger, underpinned by the companies' strong recent performances and already robust balance sheets. The merged entity will maneuver with speed and efficiency in an automotive industry undergoing rapid and fundamental changes.

The new group's Dutch-domiciled parent company will be listed on Euronext (Paris), the Borsa Italiana (Milan) and the New York Stock Exchange and will benefit from its strong presence in France, Italy and the US.

Under the proposed by-laws of the combined company, no shareholder would have the power to exercise more than 30% of the votes cast at shareholders' meetings. It is also foreseen that there will be no carryover of existing double voting rights but that new double voting rights will accrue after a three-year holding period after completion of the merger.

A standstill in respect of the shareholdings of EXOR N.V., Bpifrance, Dongfeng Group (DFG) and the Peugeot Family (EPF/FFP) will apply for a period of 7 years following completion of the merger, except that EPF/FFP will be permitted to increase its shareholding by up to a maximum of 2.5% in the merged entity (or 5% at the Groupe PSA level) by acquiring shares from Bpifrance and/or DFG and/or on the market¹⁰. EXOR, Bpifrance and EPF/FFP will be subject to a 3-year lock-up in respect of their shareholdings except that Bpifrance will be permitted to reduce its shareholdings by 5% in Groupe PSA or 2.5% in the merged entity. DFG has agreed to sell, and Groupe PSA has agreed to buy, 30.7 million shares prior to closing (those shares will be cancelled). DFG will be subject to a lock up until the completion of the transaction for the balance of its participation in Groupe PSA, resulting in an ownership of 4.5% in the new group.

EXOR, Bpifrance, the Peugeot Family and Dongfeng have each irrevocably committed to vote in favor of the transaction at the shareholders' meetings of FCA and Groupe PSA.

Before closing, FCA will distribute to its shareholders a special dividend of €5.5 billion while Groupe PSA will distribute to its shareholders its 46% stake in Faurecia. In addition, FCA will continue work on the separation of its holding in Comau which will be separated promptly following closing, for the benefit of the shareholders of the combined company. This will enable the combined group's shareholders to equally share in the synergies and benefits that will flow from a merger while recognizing the significant value of both Groupe PSA and FCA's assets and strengths in terms of

market share and brand potential. Each company intends to distribute a €1.1 billion ordinary dividend in 2020 related to fiscal year 2019, subject to approval by each company's Board of Directors and shareholders. At closing, Groupe PSA shareholders will receive 1.742 shares of the new combined company for each share of Groupe PSA, while FCA shareholders will have 1 share of the new combined company for each share of FCA.

Completion of the proposed combination is expected to take place in 12-15 months, subject to customary closing conditions, including approval by both companies' shareholders at their respective Extraordinary General Meetings and the satisfaction of antitrust and other regulatory requirements.

Carlos Tavares, Chairman of the Managing Board of Groupe PSA, said: "Our merger is a huge opportunity to take a stronger position in the auto industry as we seek to master the transition to a world of clean, safe and sustainable mobility and to provide our customers with world-class products, technology and services. I have every confidence that with their immense talent and their collaborative mindset, our teams will succeed in delivering maximized performance with vigor and enthusiasm."

Mike Manley, Chief Executive Officer of FCA, added: "This is a union of two companies with incredible brands and a skilled and dedicated workforce. Both have faced the toughest of times and have emerged as agile, smart, formidable competitors. Our people share a common trait - they see challenges as opportunities to be embraced and the path to making us better at what we do."

Advisors

Goldman Sachs International acted as lead financial advisor to FCA. Bank of America, Barclays, Citigroup, d'Angelin & Co., J.P. Morgan and UBS also provided financial advice to the company. Sullivan & Cromwell LLP, De Brauw Blackstone Westbroek and Darrois Villey Maillot Brochier acted as legal counsel to FCA.

Messier Maris & Associés acted as lead financial advisor to PSA. Morgan Stanley also provided financial advice to the company. Bredin Prat acted as legal counsel to PSA.

1 Represents FCA Net Revenues, excluding Magneti Marelli, and Groupe PSA Revenue excluding Faurecia Revenue to Third Parties

2 In compliance with the Dutch corporate governance code

3 Bpifrance shall include jointly Bpifrance Participations S.A. and its wholly-owned subsidiary Lion Participations SAS

4 Represents FCA Net Revenues, excluding Magneti Marelli, and Groupe PSA Revenue excluding Faurecia Revenue to Third Parties

5 Represents FCA Adjusted EBIT, excluding Magneti Marelli, and Groupe PSA Recurring Operating Income excluding Faurecia

6 Excluding Faurecia and Magneti Marelli

7 To meet the objective of having a "majority of independent directors", 5 out of 9 non-executive directors need to be independent

8 Employee representatives would be defined based on legal requirements at all levels

9 Bpifrance shall include jointly Bpifrance Participations S.A. and its wholly-owned subsidiary Lion Participations SAS

10 Up to 1% of the shares of the merged entity plus the percentage of shares sold by Bpifrance, other than to the Peugeot Family (subject to the overall maximum of 2.5%)

NWCOC Winter Dinners

PCN Editorial Staff, Images from Biblioptiucs Alanskii

The NWCOC Winter Dinner event is nominally a non-car event for a car enthusiast organization. Typically held at the Seward Park Community Center in Seattle, interesting cars appear, but the real action is indoors once it gets dark outside. Here we see the ambitions of our members bringing food to share. One way or another we range from healthful salads and greens to handmade desserts to the commitment of cassoulet. The food, whether home made or store-bought is unfailingly novel. Images from Citroën events around the world are beamed to the screen in front of the room.

The last couple of events have featured a Mini Silent Auction which supplements the big Silent Auction in the summer at Cit Chat Potluck. Our mini auctions tend to contain small Citroënabilia like vintage T-shirts, paper and perhaps a bottle of LHM or Hydrorinçage from FPS West.

The most recent dinner was notable for birthdays for both Doug Hunter and Barbara Kaupat. Event announcements usually include Spring Drive Tour, Rendezvous on the West Coast and the BC Italian-French Car Show on Father's Day in Vancouver.

The Winter Dinner is well worth the time to spend eating, drinking and socializing with other members, and remains a popular activity in the region.



Above and Below: A cheese and fruit basket appeared to show Alaska Airlines how it should be done properly. Our members are always willing to try their hands at interesting dishes for the potluck.



Below: Mini Silent Auction augments the NWCOC Treasury on a smaller scale than the event in summer, the donations are equally appreciated.





Above: The Seward Park Community Club. All manner of French cars tend to appear, enjoyed before nightfall.



Below: Winter Dinner is an excellent venue to announce upcoming events, celebrations and club business without the formality of a meeting.



CITROËN CAR CLUB ONLINE STORE

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



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



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



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



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



Rendezvous 2018 Shirt \$15.



Key Fob \$8
2 1/2" tall, CCC USA Logo

Autobooks - Aerobooks
 Oldest and Largest
 Automotive/Aircraft Bookstore
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 818-845-0707
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www.autobooks-aerobooks.com

FOR SALE

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



1972 DS21 Pallas. Current mileage approximately 58,500 miles. Air conditioning. Lots of improvements since I bought it in 2005 at approximately 49,000 miles from the second Los Angeles owner. Improvements include sphere replacement, exhaust system replacement, new carburetor, new tires, new alternator, rebuilt steering rack, radiator flushing, new distributor with electronic ignition, battery (2016), replaced carpeting and interior door panels, new headliner, and engine rebuild by 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#81



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



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

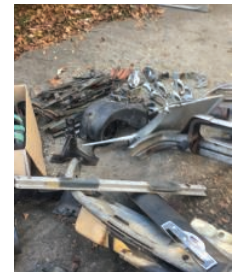


1962 2CV. This car used to belong to Paramount Studios and was used in the movie "Indecent Proposal" with Robert Redford and Demi Moore. The 2CV has a new top, reconditioned heads and valves. Needs ignition coil and TLC. Located in Arlington, WA. For info call Rudy 425-870-8740. Asking \$5500.00 OBO.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



PIÈCES DÉTACHÉES

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



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

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



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



For **TA 11CV Légère** brand new 13-piece carpet set. They have sent me the wrong carpet set as I have an TA 11CV BN Will sell for best offer. Nico. email: tsofca@msn.com. PCN#81

FRANCOMOBILIA

FREE DVD and CD! LONG LIVE THE TRACTION; A CD and DVD combination. CD contains: Traction Model Guide, Citroën manuals, Maintenance articles, old traction ad's, more. 6 DVD's : Introduction, Traction Restored, 4 Videos of Traction Rallies. Will accept postage and handling of \$5.00. CONTACT John Chestnutt, email jmac52@comcast.net. PCN#81

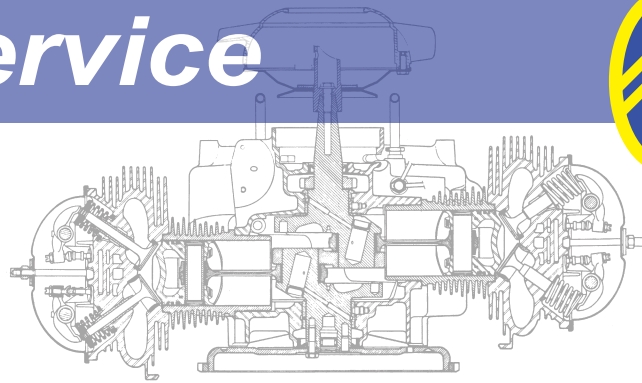


Citroën Greeting Cards, original illustrations, full color. 26 images to choose from. 6 cards \$20, 9 cards \$30, 12 cards \$40, 24 cards \$80. Prints, 11x14, signed and numbered, \$29 each. Alan VanEss, 1357-B Camino Peral, Moraga CA 94556. email: alanvaness@sbcglobal.net www.Citroënicity-vanessstudio.com.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

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

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

Parts and Service



PARTS and SERVICE

| NAME | LOCATION | SERVICE | CONTACT |
|--|--------------------|---|------------------------------------|
| Autobooks - Aerobooks (Forward/VanCuren) | Burbank, CA | New and used Automotive books, magazines | 818 845 0707 |
| Books4cars (Alex Voss) | Seattle, WA | Automotive manuals, books and literature | books4cars.com |
| Brad Nauss Auto | Pennsylvania | Traction Avant and DS parts | bradnaussauto.com |
| Chris Dubuque | Seattle, WA | Rebuilt D pumps, steering, spheres; new parts | cddubuque@earthlink.net |
| Chris Middleton | Seattle, WA | Restoration and parts - All Citroën models | 206 523 4179 |
| Citroën 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.

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

| | | |
|------------------------|----------------|-------------------------|
| President | Chuck Forward | chuck@citroencarclub.us |
| Vice President | Steve McCarthy | steve@citroencarclub.us |
| Treasurer | Tony Dellosso | tony@citroencarclub.us |
| Secretary | Bob Henry | bob@citroencarclub.us |
| Member-at-Large | Bruno Sere | bruno@citroencarclub.us |
| Membership | Tina Van Curen | tina@citroencarclub.us |

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

Annual membership is \$20.

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

club@citroencarclub.us

Citroën Car Club, Inc; 28345 Foothill Dr, Agoura Hills, CA 91301 USA

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

Pacific Citroën News (ISSN 1542 - 8303)

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

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

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

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

| | | |
|--------------------------|--------------------|---------------------------|
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| | 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\$30 for Electronic Edition (an email address is requested).

Club email is: NWCOC@earthlink.net

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



Next Issue: CCC at Restaurant Taix

Front Cover: Maryhill Loops Road, Image by Bibliopticus Alanskii **Image this page:** Restaurant Taix, Los Angeles, Image by Bibliopticus Alanskii

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