

PCN

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

Electronic Edition



Events Calendar	Page 02
Miscellany	Page 02
Spring Drive Tour	Page 04
Aircross Concept	Page 06
Cech and Barbero	Page 07
NWCOC Farm Tour	Page 08
C4 Cactus Airflow	Page 10
Adverts	Page 13
Parts & Supplies	Page 14
Rendezvous Form	Page 15

Date(s)		Location	2015 Event Information
Aug 23	WA	Seattle	CitChat Potluck Sunday. Held at 2CVsRus. Silent Auction will take place. Elections for NWCOC Board officers are scheduled for this venue. More info TBA.
Aug 28-30	CA	Cambria Pines	2015 West Coast Rendezvous. 60 years of the DS. Please see the registration form on page 14. We urge all attendees to stay at the Cambria Pines Lodge, 2905 Burton Drive, Cambria, CA 93428 800.966.6490. Room rates start at \$135 plus tax, single or double occupancy, including continental breakfast. No other discounts apply. You can book their rooms online at http://cambriapineslodge.com/grouplogin with the following group code and password: Group code: SFRCCC* Password: sfrccc. You must make your room reservations before July 28, 2015 and mention "Rendezvous 2015" to secure your special group rate. Gala Dinner Program 6:00–7:00 7:30–10:00 10:00–10:30. No-host bar, Gala Dinner, Awards Presentation. Gala Dinner Menu: Ravioli Medley; A combination of cheese, sun-dried tomatoes, and butternut squash ravioli, topped with herbs from our garden and parmesan basil cream. Macadamia Crusted Halibut; Fresh halibut lightly crusted with macadamia nuts and basil, then baked with chardonnay. Top Sirloin Steak; A seven-ounce cut grilled and topped with roasted shiitake Gorgonzola sauce.
Sep 12	CA	Agoura Hills	BBQ at Casa Delloso 12 noon, in Agoura Hills. Bring a dish and/or your favorite beverage to share. Fun in the sun with Tony and his bevy of cars. Bring questions about your car - there will be attendees who will be able to answer just about anything, including if one should be daft enough to even own one of these beasts 28345 Foothill Dr. Agoura Hills, CA.
Oct 17	CA	Burbank	11 AM. Meet at Autobooks/Aerobooks - 2900 W. Magnolia Blvd, Burbank. After perusing their latest literary finds those interested can meander down the street for a fashionably late lunch at the Monte Carlo Italian Deli.
Nov 1*	CA	Van Nuys	Best of France and Italy www.franceanditaly.com . 9AM to 4PM at Woodley Park in the Sepulveda Recreation Area (Van Nuys, CA) Come join us at Woodley Park, Van Nuys for a day with the best of French and Italian motoring machinery. This a non-judged show, from the rough restoration project to the serious concours offering. All are welcome, and our pricing structure is geared toward the collector with more than one vehicle. Map - http://tinyurl.com/pajznqt
Dec 19	CA	Sylmar	Club X-mas Party in Sylmar at Casa de Citroen. Join us for a great pre X-mas get together in Sylmar, CA. More info to follow
			* Indicates event not sponsored by CCC-NWCOC-CAC

Miscellany

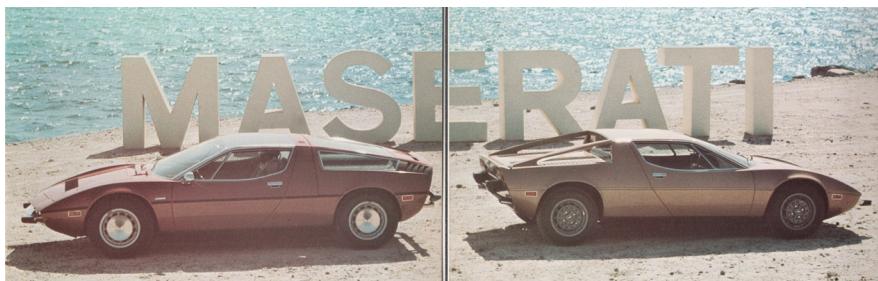
Images from Citroën Publicity and PCN Staff, Thanks to Greg Long

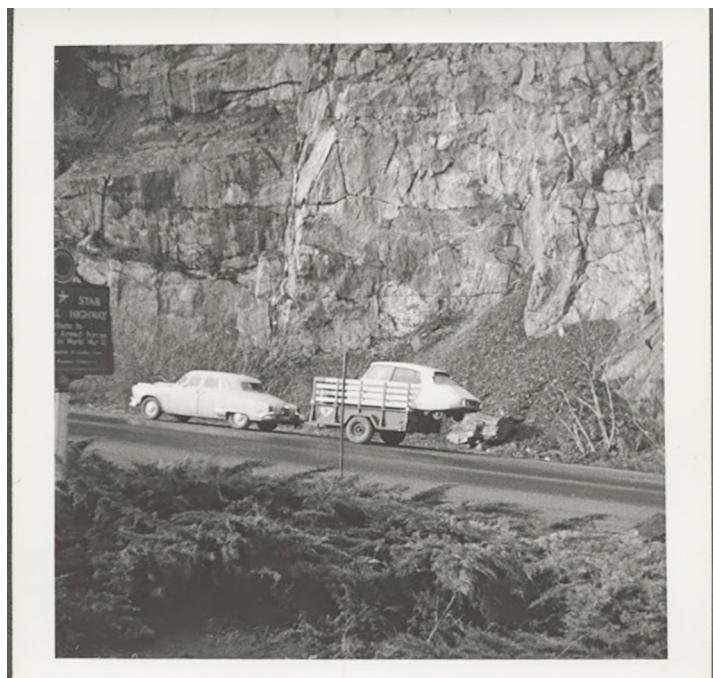


If you look at photos from car shows in the early 1970s, there was a trend toward using over-scale freestanding models of letters to make a background for the cars on display. Citroën in North America was especially fond of carting around a set of letters reading "CITROEN SM MASERATI." These were seen at car shows like Chicago (left) or the Los Angeles Auto Expo '73 (right).



Los Angeles Auto Expo '73 (left), Maserati's "The Wind and the Star" catalog (below).





D model on a trailer behind a Studebaker (left) on a Blue Star Memorial Highway somewhere. Note the D has no rear tires.

A Studebaker and Chevrolet sedan demonstrate how compact the Panhard Dyna really was back in the day. (above).



A not-very-old 2 CV has already been through the ringer at a trailer park in Nevada in 1969 (above).

A flotilla of D models at a motel in the 1960s (below).



A D model under repairs at a very small service garage (above).

A DS 21 at the Prova Motorsports Open House near Ballard, WA (below).



NWCOC Spring Drive Tour

Story and images by PCN Staff

The Spring Drive Tour is organized by Paul Melrose and family each year. The event is open to all types and ages of cars, which was amply demonstrated by the vast array of post-war vehicles attending the event. The tour started at Starbuck's in Newcastle, and ended at the OddFellas Pub and Eatery in Auburn, WA.

When we arrived at the meeting point the parking area was filled with all manner of vintage vehicles from many major car producing nations. France was represented by Citroën and Panhard; Italy by Ferrari, FIAT, Lancia, Alfa-Romeo, Maserati; Germany by BMW, Audi, and Volkswagen; Sweden by SAAB; Japan by Nissan; Great Britain by MG, Triumph, Lotus, and Aston-Martin. This is not to mention everyday newer cars which participated for the sake of the drive.

The tour route was a lovely 82-mile romp through the rolling hills to the east of Newcastle, out past Maple Valley, Enumclaw, Buckley and Orting guided by copious pages of written directions. There appears to be an inability for contemporary people to read paper maps, which would be unfortunate because a paper map gives the best overview of the route. The tour also helped demonstrate that there are livable areas spread out in Pierce County but it may not be long before Puyallup spreads all the way to Buckley.



Our first stop was at Lake Wilderness Park where the local Police were vigilantly watching the approach road into the parking area, perhaps on alert for speeding squirrels. After that stop, we broke out into the pastoral landscape on the way to Enumclaw. Once there, the tour halted again at Starbuck's to stretch legs and get refreshed.

One of the most enjoyable aspects of this kind of informal tour is that people can peel off at any time to go on with their day elsewhere. The last leg of the tour took us through Sumner on the way to Auburn, where a torrential downpour started on Highway 167, which caused momentary whiteout and resulted in a bit of runaround.

In Auburn, we researched the several food venues, many participants choosing the OddFellas Pub and Eatery. OddFellas had 25 beers on tap and a menu of sandwiches, steaks, salads and of course proper Pub food: Bangers and Mash.

Next year's tour is already in the planning stages, with adjustments to the start times and other details in the works. These informal tours bring together car people who you might only see once or twice a year. Totally worth the time.





New Citroën Aircross Concept Car: an Invitation to Travel, Citroën Style

From Citroën Presse

Singular Personality: Citroën Aircross boasts unique presence among SUVs with its overall balance and flowing design, giving the protective and welcoming concept car a strong identity and a resolutely optimistic spirit.

Consummate Comfort For Extra Energy: The cabin brings occupants a new approach to car travel with a modern, bright, fresh and functional design generating physical and mental well-being.

Technological Intelligence For Relaxed Mobility: Dialogue and sharing are facilitated in a connected SUV with outstanding graphic interfaces and equipped with plug-in hybrid technology.

As it celebrates its 50 millionth car sold since the creation of the Brand some 95 years ago, Citroën is unveiling a surprising, creative and bold new concept car, one that confirms its ability to develop a positioning that is:

- **International:** Citroën Aircross illustrates the Brand's international ambitions, rolling out its positioning initiated with the C4 Cactus with a body style intended for sale around the world.

- **Different:** Citroën Aircross shakes up design cues while respecting SUV essentials. Drawing on the product and styling traits of the C4 Cactus, the body design and cabin ambience express a sense of modernity and a singular spirit. The new concept car shows Citroën's ability to assert its identity in all vehicle segments.

Combining Efficiency And Top-Level Performance

Citroën AIRCROSS is powered by plug-in hybrid petrol technology, with an electric motor located on the rear axle. This bold configuration is a perfect fit for Citroën Aircross, optimising road behaviour and traction while ensuring remarkably low fuel consumption and emissions.

The electric motor on the rear axle develops power of 95 bhp (70 kW) and torque of 200 Nm. The motor is fuelled by lithium-ion batteries that charge up in just three and a half hours via a 16A domestic socket. The electric motor is combined with a 1.6 THP petrol engine developing 218 bhp (160 kW) and torque of 275 Nm.

With its plug-in hybrid system, Citroën Aircross contributes to environmental respect. This is especially true in urban driving in ZEV mode (short for "zero-emission vehicle"), an all-electric mode with a range of 50 km, and on roads calling for successive accelerations and decelerations, where the hybrid technology limits fuel consumption by combining the two energy sources. On the motorway, the internal-combustion engine takes over, providing strong performance.

No compromises have been made on driving pleasure and sensations. On the contrary, when the driver places strong pressure on the accelerator pedal and when torque is required immediately, a boost function combines the torque of the internal-combustion engine with that of the electric motor, delivering top-level performance (with some 313 bhp) but with no detriment to fuel consumption (1.7 l/100 km and 39 g/km of CO₂). Citroën Aircross accelerates from 0 to 100 km/h in just 4.5 seconds.

Technical Characteristics

Dimensions Length: 4.58 m Width: 2.10 m Height: 1.73 m

Wheelbase: 2.80 m

Plug-in hybrid drive train

1.6 THP petrol engine: power 218 bhp (160 kW) / torque 275 Nm Electric motor on rear axle: power 95 bhp / torque 200 Nm

ZEV mode: range of 50 km

Performance, fuel consumption and emissions

0 to 100 km/h: 4.5 seconds

Fuel consumption: 1.7 l/100 km, MVEG combined cycle CO₂ emissions: 39 g/km

Running gear: Continental 275/45 R 22 tyres



Cech and Barbero's Mostly Grand Tour of America

PCN Editorial Staff, Photos from Ursula Walter

Jean-Louis Cech and Pierre Barbero visited Seattle during the holiday season while circumnavigating the USA in a 2CV. In retirement, Jean-Louis decided to acquire a 2CV at home in France, ship the car to Baltimore to do the trip then ship the car home months later at the finish. The car in question had some technical problems which required resolution at 2CVsRus. Axel Kaliske delved into the vehicle and discovered that while it was servicable, the previous mechanics had taken several noticeable shortcuts, which threatened to derail the trip. The transmission in particular was problematic. During the car's downtime, Cech and Barbero spent time touring the greater Seattle region, including a jaunt to Vashon Island. Once there a dinner at May's Kitchen was de rigueur, as well as a look at the Sarmanian collection.

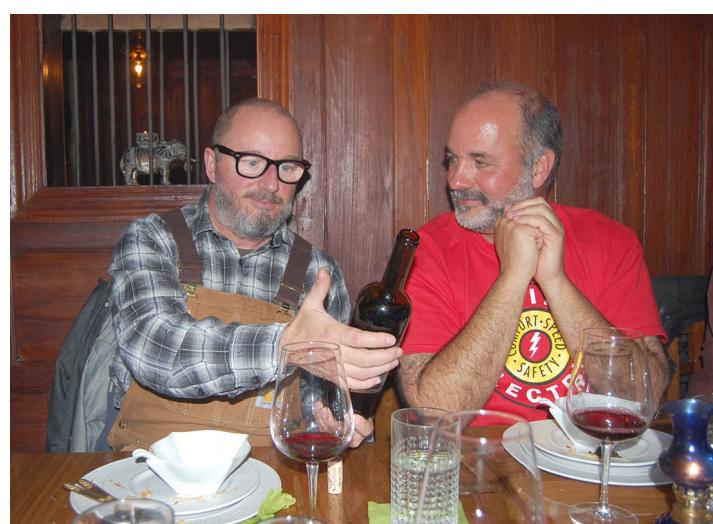
Cech and Barbero continued their tour after Seattle, visiting Portland, Oregon, the air and space museum in McMinnville, the giant redwoods in northern California, and San Francisco. After the Bay Area, the 2CV got all the way down the coast to Los Angeles, but it was trailing smoke due to oil leaking from the transmission, which splashed on the exhaust system. This also filled the cabin with smoke, meaning that the problem had to be fixed once and for all before continuing. There was the possibility of obtaining a replacement transmission from Kenji Yoshino at FPS, but the trip was already behind schedule, and there was the issue of finding shop space and tools to complete the swap. Cech and Barbero left the 2CV in storage in Los Angeles on Christmas Eve and returned to Philadelphia, then to France on New Year's Eve. The car eventually returned to France in mid-April.

French-language journal of the trip;
http://cech.fr/tour_usa/tour_schedule.php
(Click on the text in blue to see the journal entries.)



Above: Jean-Louis Cech left, and Pierre Barbero at 2CVsRus.

Below: Pierre inspects a bottle of wine at May Kitchen on Vashon Island. Pierre is a vintner in Châteauneuf-du-Pape.



Left: Jean-Pierre observes the 1939 Challenger Traction.

Below left: surrounded by vintage Citroëns including a Trèfle, and Greg Long's 1956 DS 19.

Below: At May Kitchen on Vashon. The waiter Joseph is preparing a Phad Thai tableside, which includes a verbal description of all the ingredients in the dish.



Northwest Citroën Owners Club Visits the Farm

Story and photos from Dave Cherrick

On the first weekend of October, The NWCOC joined the crowds who were enjoying the Skagit Valley Family Farm Festival. It was a first for the club, but those club members who attended had a great time learning about apples, organic blueberries, clams, cheese and pumpkins.

Organized by Dave and Scherry Cherrick, the attendees gathered at the Smokey Point rest area on Interstate 5 early Saturday morning for the start of the Citroën Farm Tour. Soon after the tour began, we were east-bound on Hwy 530 which took us through Arlington and then past the Oso slide area. It was sobering to see the devastation caused by the mudslide that killed over 30 Washingtonians.

Continuing via Hwy 530, the group enjoyed the views of some fertile farms and small community areas with views of old school buildings, glaciers and craggy mountain peaks. Soon we were following the Sauk River to its meeting with the Skagit River just east of Rockport. Now "up river" as the Skagitians say, we headed east on Hwy 20 for our first farm stop at Cascadian Farms.

The Cascadian Organic Farm raises blueberries in large scale, using only organized bug battles to keep their crop healthy. This was all explained in detail on the hay ride. It's a pretty amazing farm that has an automated berry picking machine that is its own engineering marvel...was André Lefebvre into blueberries??



We departed blueberry land and headed "down river" for stop number two at Eagle Haven Winery. Some sampled a little, some purchased a bottle or two, and all enjoyed the "apple store" and being able to go down the apple taste comparison line. Eagle Haven Winery is a great little winery that even features a wedding venue. Stop number three was at Subway to purchase lunch which we held for consumption at Taylor Shellfish located on Chuckanut Drive. It was between Subway and Taylor Shellfish that the group did a little unplanned experiment...Axel's 2CV became separated from the Cherricks and Hunters, but fortunately Susan Redd was a passenger with Axel and Uschi. With Susan's local knowledge they made it to Taylor Shellfish with no problem and actually beat the Cherrick/Hunter group who took the slower, rural route over Bow Hill and through Bow before turning north on Chuckanut Drive.

At Taylor Shellfish, the group downed their Subway sandwiches and clams in nectar were enjoyed by all! One interesting thing I learned was that Taylor had adopted a machine that is used to harvest bulbs in the valley and modified/re-engineered it to harvest clams from the clam beds.

Taylor Shellfish had gone all out for this Festival. They had crab races for the kids and several educational booths to explain their industry, and of course, they have a great little seafood store where all their products are available for purchase...fresh Dungeness Crab anyone?

Our little Citroën group now headed south, back toward the Skagit Valley on scenic Chuckanut Drive. We soon arrived at Golden Glen Creamery, a mid-sized dairy, that makes and markets their own cheese products throughout the Northwest. After enjoying a complimentary ice cream bar, and a little tour of the dairy, our Citroën tour continued south to Gordon Farms. Here we took in the huge selection of pumpkins, colorful gourds, art work, baked goods, and even a blacksmith creating lovely art pieces in steel. At Gordon's the Citroën group was captured on digital film for posterity and your enjoyment.

We finalized the first day of the tour with a BBQ dinner outside, in the back yard of the Swiss Family Farmhouse. The Farmhouse is a vacation rental owned by Dave and Scherry Cherrick. This was a farmhouse built in 1909 by Gottfreid Berger (Dave's grandfather) and Gottfreid's uncle, Christian Antonen, both Swiss emigrants who cleared the land and established a



dairy farm. After dinner the Axel and Uschi party headed back to Seattle, while the Hunters settled into their motor home for the night in preparation for day two.

Sunday morning Dave and Scherry parked their Citroën and joined the Hunters in their beautiful ID Break. What a nice car! Our first stop was Roozengarde's tulip display gardens on Beaver Marsh Rd., just west of the Swiss Family Farmhouse. While it was not tulip season -the tulip festival is in April- Roozengarde's makes a nice stop, free this time of year, and shows off some great ideas for landscaping. Plus, their store is well stocked with bulbs and tulip oriented kitchen supplies/décor items.

Our one-car tour left Roozengarde's and drove along the Skagit River dike heading for Fir Island. We passed the Rexville Grange, took a left, crossed the Skagit on the north fork bridge and headed across Fir Island. But before we left the island, we spotted a huge flock of snow geese in a field next to the road. What a sight, there must have been two thousand birds in the field! Winter is the time to see the bald eagles "up river" and the snow geese and trumpeter swans "down river". Think about it...those snow geese come from Siberia each fall, what a testimony to how great the Skagit Valley is! See photos.

Having completed the crossing of Fir Island, we turned north on the Dike Rd. and headed for our final stop, the South Fork Alpaca ranch. This was a fun and final stop for the Citroën Farm Festival Tour. I'm sure I've seen photos of French models with the same haircut that these Alpaca's wore.



For those of you who like to plan ahead....Scherry and I will be hosting the Citroën Farm Tour again in 2015. It will be held the first weekend of October, Hope to see you then!



C4 Cactus Airflow 2L Concept: Just 2L/100 Km (117 MPG)

From Citroën Presse



Faced with urban concentration, environmental requirements and economic pressure, customers today see fuel consumption as a key concern. True to its DNA, Citroën is applying its creativity and technology to a new challenge with the C4 Cactus Airflow 2L, unveiled at the Paris Motor Show. A true laboratory for new ideas, the C4 Cactus Airflow 2L concept is packed with advanced technologies illustrating the ambitions and ability of Citroën to develop new and innovative responses to the automotive challenges of the present and the future.

With the C4 Cactus Airflow 2L concept, Citroën delivers consumption of 2L/100 km (117.6 mpg). A breakthrough fuel consumption obtained with:

- optimised design with a 20% improvement in aerodynamics
- lower rolling resistance (tall & narrow tyres)
- efforts to use lighter parts and thus reduce overall vehicle weight by 100 kg
- the implementation of Hybrid Air technology, which cuts fuel consumption by 30%.

The birth of the C4 Cactus Airflow 2L Concept

The C4 Cactus Airflow 2L project was conducted as part of the "2L/100 km vehicle" programme set up by the Plateforme de la Filière Automobile, an industry group. The objective: to deliver practical solutions to reduce the impact of vehicle running costs, on household expenditure and to reduce the eco-footprint of car travel.



Citroën has decided to develop this project on the basis of its new model, C4 Cactus. With this vehicle, Citroën has made a commitment to bring customers more of what really matters today: more design, more comfort and more useful technology at an affordable cost. More than any other vehicle, the C4 Cactus lends itself to this particularly ambitious exercise: to develop a very-low consumption high-tech concept that is both efficient and attractive.

The Citroën C4 Cactus Airflow 2L Concept

Clean, smooth design lines, efficient engines and technologies selected to reduce vehicle weight: the production Citroën C4 Cactus already ships with a range of features designed to reduce fuel consumption.

With the C4 Cactus Airflow 2L concept, Citroën is going still further.

1. A body style optimised for aerodynamic performance

The unique design of the Citroën C4 Cactus reconciles style and purpose by associating flowing lines with strong graphic features, each one highlighting a function (protection with the Airbumps and wheel arches; transporting objects with the roof arches; light with the glazed panoramic sunroof).

On the C4 Cactus Airflow 2L, some styling features have been modified and others created in order to optimise vehicle aerodynamics.

Variable-geometry styling parts:

- The new front bumper features three controlled air intakes whose opening is continuously adjusted in accordance with vehicle use, both for engine cooling and for Airflow.
- Mobile side deflectors have been added behind the quarter-window to effectively guide the air flow around the vehicle.
- The wheels feature mobile shutters activated and controlled by centrifugal force.

Fixed-geometry styling parts:

- The tyres selected to equip the vehicle are of the new-generation 19" tall & narrow type. Their design and "ultra ultra" low rolling resistance characteristics improve both energy efficiency and aerodynamics. Their large diameter also contributes to comfort since they are better able to soak up bumps and dips in the road surface.



- The wheel arches feature an "Air Curtain". Small aerodynamic slats on either end of the front bumper channel the Airflow and smooth it out along the wheels.
- The spoiler has been lengthened and an air extractor added on the rear bumper in order to effectively channel the Airflow around the C4 Cactus Airflow 2L and reduce the turbulence that can increase drag.
- The conventional door mirrors have been replaced by smaller, slimmer rearview cameras to reduce impact on air flow.
- The vehicle substructure has been entirely streamlined. The air flows smoothly, unhampered by the sub-systems positioned under the car.
- LED light modules at front and rear replace the existing lights. Consuming little power, they save energy and thus fuel.

These changes can be recognised by their colour and by the materials used. The colour orange identifies all the aerodynamic features and underlines the high-tech character of the C4 Cactus Airflow 2L concept. These changes reflect a strong design in which styling contributes to vehicle aerodynamics, reducing vehicle drag for an overall improvement of 20% in aerodynamic performance compared with the production model.

2. Innovative materials for a lighter weight

The production C4 Cactus is already 200 kg lighter than the Citroën C4, and the C4 Cactus Airflow 2L concept shaves off a further 100 kg (including the drivetrain). These efforts have therefore reduced the weight of the concept by 11% compared with the production vehicle.

First, efforts to reduce the weight of structural parts: on the C4 Cactus Airflow 2L concept, the body substructure features new materials:

- aluminium, in particular, for the upper cowl panel, inner side members and rear floor pan,
- high-yield steels for the front side rails and heel board,
- composite materials for the front floor.

These new materials are structural. They help to soak up energy in the event of impact and meet the highest standards in terms of mechanical strength.

This multi-material substructure made it necessary to develop special assembly techniques never used before in the automotive industry. Composite structural parts are a promising field of exploration and will certainly be essential to efforts to make cars lighter in the future. The large-scale production of these parts is one of the high-tech, industrial challenges to be addressed by the automotive sector.

Looking beyond structural parts, extensive studies were conducted on all vehicle parts to reduce the weight of the C4 Cactus Airflow 2L concept. Emphasis was placed on lightweight, high- performance materials:

- Carbon-based composite materials were used for the suspension springs, tailgate, rear bench, side panels, roof, roof cross-members, wings and doors. On the lower side sill, wheel arches and lower part of the front bumper, the "textured" look of the carbon brings out the matt appearance of these parts, providing an attractive contrast with the pearlescent appearance of surrounding features.
- Aluminium is used for the engine cradle. The bonnet specifications were the same as for the production C4 Cactus, which already used aluminium. Owing to their significantly lower bulk density (around 2,700 kg/m³ for aluminium and around 1,200 kg/m³ for carbon compared with 7,800 kg/m³ for steel), these materials contribute significantly to reducing overall vehicle weight. Given that every gram is important, Citroën also decided to use:
 - New processes to reduce the thickness of the pipes and cups of the exhaust line and thus reduce weight.
 - Translucent polycarbonate for the panoramic sunroof. This material is even lighter than multi - layer glass but has the same properties in terms of thermal and acoustic insulation and ultra - violet filtering capability.
 - Carbon fibres on the Airbumps® to make the material lighter while maintaining its technical properties.

Hybrid Air technology, breakthrough fuel consumption

With its latest-generation small engines meeting the future Euro 6 standard, the production Citroën C4 Cactus already ranks among the best in its segment with CO₂ emissions from 82g/km and fuel consumption starting at just 3.1l/100 km (75.8 mpg).

The C4 Cactus Airflow 2L concept goes even further by adopting the Hybrid Air drivetrain. Presented by the PSA Peugeot Citroën Group in January 2013 and at the 2013 Geneva Motor Show on the Citroën C3, this technology combines a range of proven sub-systems and technologies: a 3-cylinder PureTech petrol engine, a compressed air energy storage unit, a hydraulic pump/motor unit and an automatic transmission with an epicyclic gear train. An intelligent electronic management system manages input from the driver to optimise energy efficiency.

Three operating modes are available:



C4 Cactus Airflow 2L Concept



- Air power (zero emissions) where the compressed air motor replaces the petrol combustion engine
- Petrol power, using only the combustion engine
- Combined power, drawing upon both the combustion engine and the compressed air.

On the C4 Cactus Airflow 2L concept, the two compressed air storage tanks are made of composite materials and positioned at the rear of the vehicle.

The PureTech 82 engine, already available on the production model, has been optimised for this new hybrid drivetrain. Friction losses, which account for 20% of the power consumed by the engine, have been reduced in several ways: using a Diamond-Like Carbon coating, making moving parts lighter, and using bearings to guide rotating parts. Further improvements were made by adopting new polymer pads and using very low viscosity oil. Combined with efforts to optimise combustion, overall engine efficiency has been improved by 5%.

Combining the PureTech 82 engine with Hybrid Air technology on the C4 Cactus Airflow 2L concept reduces fuel consumption by 30% and contributes significantly to achieving a vehicle of 2l/100 km while approaching the PureTech 110 in terms of dynamic performance.

C4 Cactus Airflow 2L concept, just 2l/100 km

All these advanced technologies together deliver consumption of 2l/100 km (117.6 mpg). It could therefore be possible, in the medium term, for a vehicle such as C4 Cactus to reach this target.



This very low level of consumption is the result of:

- optimised design with a 20% improvement in aerodynamics
- lower rolling resistance (tall & narrow tyres)
- efforts to use lighter parts and thus reduce overall vehicle weight by 100 kg
- the implementation of Hybrid Air technology, which cuts fuel consumption by 30%.

The C4 Cactus Airflow 2L concept is packed with advanced technologies illustrating the ambitions and ability of Citroën to develop new and innovative responses to the automotive challenges of the present and the future.

Technical Characteristics:

Unladen weight: 865 kg (1906.9 lbs)

Length: 4,156 mm (163.6 in.)

Width: 1,729 mm (68 in.)

Height: 1,487 mm (58.5 in.)(dimension to be confirmed)

CdA: improvement around 20%

Hybrid Air drivetrain mated to the PureTech engine 82 S&S,

Tyres: Michelin 155/70/R19



ADS limited to one photo. Ads run for two issues.

FOR SALE

1987 2CV. Completely restored by Lionel Hondier, with new galvanized chassis, new paint, new brake lines, new tires, new roof, new seats. 136,000 km. Located in Penticton, BC. Will deliver anywhere in the West. \$20,000 OBO. Call 1-250-770-1911 or email lomicastro@gmail.com PCN#58



1985 CX2500 Prestige My wife can no longer drive a clutch car, therefore, her very rare long wheelbase CX is available. Silver, black vinyl top, black leather interior, 5-speed manual transmission, and the last year of the chrome bumpers. Original paint with only a minor key scratch on the passenger back door panel (some people!). Fifi has been in our family since 1989 and she is in outstanding condition. Only 36k original miles, and not rusted. \$18,000 obo, and we have all records from original import by our close friend. Call Bill at 425-454-6475, or write Bill Stuht at PO Box 894, Medina, WA 98039 PCN#57



PIECES DETACHEES

DS Rear Window. Used Rear Window for a DS. Fits all years DS/ ID/D- Special. Excellent Condition, no scratches. Asking price \$40.00 O.B.O. Tom Farrell, Cell 425-301-3297, Home 425-957-0061, tomf@westernindustrial.com PCN #58



2CV Starter Motor. New Starter Motor for a 2CV/ Méhari. It is made in Poland for the original equipment manufacturer, VALEO. \$150. PCN#59, cddubuque@earthlink.net



DX2 cylinder head Piece D' Origine, new in box. No valves. No springs. No keepers. Offers will be considered as it is hard to price a part like this. Contact Wally at Grand Central Citroen. Walleeme@verizon.net or call in the evenings 909 793 7721. PCN#58

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

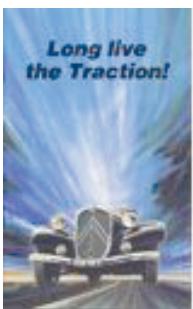
USED 2CV/Méhari Parts; Mehari windshield, Hood, ripple bonnet, Brake drums, Wheel/Tire, Damper, suspension, Pulley, engine, Lug nuts, Springs, suspension, Latches door/window, Dash, AZ, Headlight Méhari, Trim strips, Cables, clutch, etc, Air Filter, K&N Contact for pricing: Jack Hillyer, rasky38@gmail.com. PCN #59

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 #58.



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 Video's of Traction Rallies. Will accept postage and handling of \$5.00. CONTACT John Chestnut, email jmac52@comcast.net. PCN#58



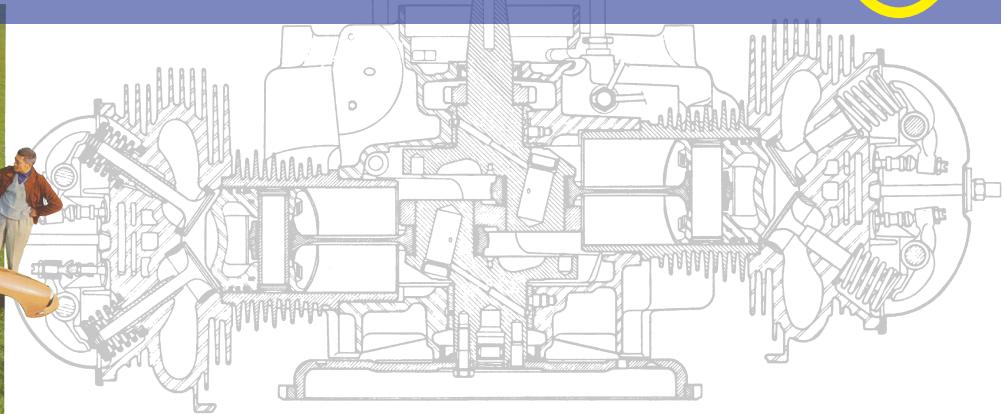
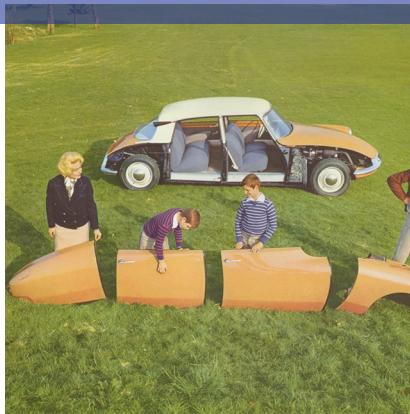
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Books Service manuals: Traction, 2CV, Dyane, Ami, ID, DS, CX, XM, AX, BX, ZX, Xantia, Saxo, Visa, C15, more! Parts manuals for 2CV family. Marque history books for 2CV, ID, DS, XM, Traction, Méhari and SM. Contact books4cars at www.books@books4cars.com or call 206 721 3077. PCN #58

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 #58.



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	www.bradnaussauto.com
Central Coast Citroën/Lon Price	Santa Cruz, CA	Repair service	831 334 6227
Chris Dubuque	Seattle, WA	Rebuilt D pumps, steering, spheres; new parts	cddubuque@earthlink.net
Chris Middleton	Seattle, WA	Restoration and parts - All Citroën models	206 285 5129
Citroën Concours	San Diego, CA	Parts and repair: all Citroën	858 566 2860
Citronique (Bill Heacox)	San Diego, CA	DS Wiring Harnesses, US models, 1970-1972	mellon_man_bill@hotmail.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
JBM Industries (Don James)	Kent, OH	Repro. DS/SM parts & hydraulic services	330 678 9537
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 Hyckama)	Flagstaff, AZ	Citroën Service	928 774 7693
SM World (Jerry & Sylvia Hathaway)	Valencia, CA	SM parts and repair	661 257 2336
Walter Miller Auto Literature	Syracuse, NY	Vintage Auto Literature	www.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	Holland	Parts: all models	citroen-andre.com
Chevronic Centre Ltd.	UK	GS, GSA, Ami Super (mechanicals)	chevronics.co.uk
Depanoto	France	Traction Avant parts	depanoto.fr
John and Murray Motors	Vancouver, BC	Citroën Garage-all models, used parts DS	604 879 7916
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	604 873 6242

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.



2015 West Coast Rendezvous

Cambria, CA August 28-30

Registration Form

**Detailed Information may be found on page two.*

Names of attendees: _____

Address: _____

Phone: _____

E-mail address: _____

Car(s): Model _____ Year _____

Model _____ Year _____

Model _____ Year _____

Will you be staying at Cambria Pines Loge? (Please circle) Y N

Registration fee: \$35 x number of cars = _____

Gala Dinner (*includes gratuity and tax*) \$45 x number of persons = _____

Enter #of entrées: _____ Ravioli _____ Halibut _____ Top Sirloin

.....
Total \$ _____

Make checks payable to SFRCCC with memo "Rendezvous 2015"
Mail before August 7th, 2015 to:

Jan van der Linde
SFRCCC Treasurer
19802 Merribrook Drive
Saratoga, CA 95070



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

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Member-at-Large	Open	
Membership	Steve Hammond	steve@socalcitroen.com
Webmaster	Brad Mayo	brad@socalcitroen.com

The Club produces a roster containing names and addresses of our members, other Citroën Clubs and service shops. Events are held in Southern California 8-10 times per year and the club sponsors "Rendezvous" one of the largest gatherings for French cars. Annual membership is US\$20 for Electronic Edition (an email address is requested); US\$35 for Print Edition. Please address membership questions, address changes, ideas, suggestions, etc. to our postal address:

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

Visit us online at: <http://www.socalcitroen.com>

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

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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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Should you see or hear an interesting bit of Citroën news, please email it to the editor or mail it to the NWCOC PO Box shown below. Members are encouraged to attend board meetings, held the second Monday of each month at 7 PM in the Seattle area. Contact a board member to confirm the meeting time and location.

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

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>



CitChat BBQ and Silent Auction at 2CVsRus

August 23, 2015, Seattle, WA. Please see event information on Page 2.

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