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PCN

Pacific Citroën News
Number 062 A Winter 2015

Electronic Edition

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

Date(s)		Location	2015 Event Information
Dec 19 Sat	CA	Sylmar	Club X-mas Party in Sylmar at Casa de Citroën. Join us for a great pre X-mas get together in Sylmar, CA. More info to follow. www.socalcitroen.com
Dates(s)		Location	2016 Event Information
Jan 30 Sat	WA	Seattle	NWCOC Winter Dinner, Saturday 4 PM. Potluck held at Seward Park Community Center, 4916 S. Angeline Street, Seattle, WA, 98118. RSVP to: NWCOC@earthlink.net
Feb 3 -7*	FR	Paris	Retromobile. This year's feature: designer Phillipe Charbonneaux. http://www.retromobile.com
Mar 20 Sun	WA	Seattle Area	Spring Drive Tour , Further info to follow.
May 14 Sat	BC	Vancouver	CAC Annual Spring Dinner 8PM at Café Salade des Fruits. RSVP before May 12 to John MacGregor via email or phone johnnymac4bc@telus.net 778 231-7616 Menu: www.saladedefruits.com
May 22 Sun	WA	Issaquah	Best of France and England. Open to French and British cars from 1985 or older. Triple-X Root Beer Drive-In, in Issaquah, WA. Further info to be announced. www.mgcnwc.com
June 19 Sun	BC	N. Vancouver	BC Italian-French Car Show 2016. 10 AM to 3 PM, Waterfront Park near Lonsdale Quay in North Vancouver. Father's Day Sunday. Our goal this year is 50 French vehicles.
July TBA	WA	Seattle	Cit-Chat BBQ and Potluck at 2cvsRus. For 2016, this event moves to July.
Aug 11 - 14*	NL	Rheden	16th ICCCR. Landgoed Middachten, Rheden, Netherlands. www.ICCCR2016.nl
Nov 27 Sun	BC	N. Vancouver	Denouement Dejeuner 2016. Menu at: www.tourdefeast.com RSVP before November 24 to John MacGregor, johnnymac4bc@telus.net .
Dates(s)		Location	2017 Event Information
Jul 26 - 31*	EU	Portugal	22nd Worldmeeting of 2 CV Friends. Ericeira, Portugal. www.facebook.com/2cvPortugal2017
			* Indicates event not sponsored by CCC-NWCOC-CAC

NWCOC Crystal Mountain Tour

By Allan Meyer, images from Bibliopticus Alanskii

The 2015 May Meet was held on June 6 as the May Meet - in June. The day started promisingly enough at Krispy Kreme Donuts at the Tacoma Mall. The drive tour was planned as 76 miles through Orting, South Prairie and Enumclaw skirting the very edge of Mount Rainier National Park. Crystal Mountain Resort itself promised scenic views of Rainier after a gondola ride to one of the summits. The drive through rural Pierce County was lovely and a nice reminder that not all of Western Washington suffers from the pointless traffic and crowding of Seattle. A few cars made an unplanned several-mile detour but all arrived at the destination.

What is the use of a ski resort in the middle of summer, with no snow? It is a very well-appointed vista spot, with reduced attendance concomitant with the season. The gondola ride was \$25 per person, round trip. The gondola machinery itself was a very well made and maintained Swiss Doppelmayr / CWA system which ran smoothly with almost no waiting line at the lower end. At the summit the promised views were much in evidence. There was a bonus patch of leftover hard-packed snow which was overrun by tourists obviously from non-snow countries, the small children squealing with delight.

Anyone who would commit the resources to build a ski resort understands that the summit has to have a restaurant. This would serve in the summer season as a place to partake of one of humanity's oldest activities - eating and drinking and looking at the view. Such ventures operate at the mercy of the gondola system which typically must transport all food and drink supplies, water, staff, and remove waste at the close of business. Such restaurants must be managed conscientiously. As we entered the Summit House restaurant, paper "Help Wanted" signs were prominently displayed, an omen. Once seated in the virtually empty dining room, our overall dining experience was as expected in a captive market enterprise; slow service and notable push-back from the server "Lindsey" against having separate checks. We could have only 2 checks for a party of 11, odd in this day and age when the establishment takes online reservations for dining. Eventually there was the typical crash of an entire tray of drinks hitting the floor on the way to another table. The food itself was surprisingly acceptable, portion sizes decent, prices high but not outlandish.



We returned to the gondola staging area, which features large signs naming the geographic points of interest in the surroundings. The information was sufficiently complete for brief reading. This included charts of glaciers on Mt. Rainier and an unsettling reminder that lahars, or pyroclastic flows, from Rainier filled the valleys around Enumclaw with 100 feet of mud, which reached Puget Sound. That would explain the rich agricultural soil.

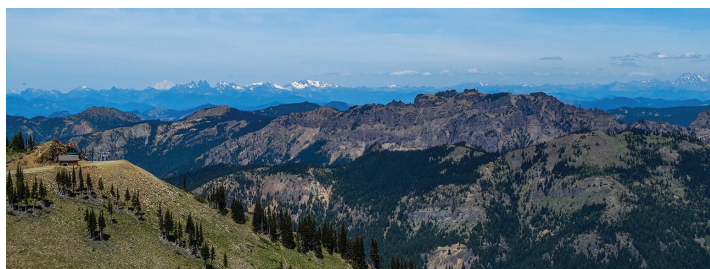
There were hiking trails which descended the mountain or continued laterally to a second, slightly lower promontory to the north. The second viewpoint offered stunning uninterrupted views, accompanied by a sign warning that Radio Frequency emissions from a bank of antennas exceeded FCC controlled exposure limits. The playful local chipmunks did not appear to have multiple heads or extra limbs growing from their posteriors, so we continued to the edge of the outcrop. A small group of extreme mountain bikers carried their bikes partway up the outcrop in an attempt to ride down the very rocky trail, but soon gave up and walked back down.

Our tour was open-ended so our members made their way down the hill and home at leisure. After a bit more sightseeing we lined up for the gondola ride down, filling a car with our group members. It was during this gondola ride that a bombshell was revealed which fouled the experience of the whole Crystal Mountain visit.

One of our members had been approached by Lindsey the Summit House restaurant server after we had dispersed and requested to pay additional funds to cover the mandatory 18 percent gratuity for a large party, which this member paid himself. We compared checks and it was apparent Lindsey had presented our party with the wrong check at the table; our copy did not include the gratuity. We pitched in to cover our member's out-of-pocket cost. Where Lindsey crossed the line was by humiliating a random member of our party after the fact in an opportunistic bid to cover her own error. This kind of unprofessional behavior is what defines a "Tourist Trap."

On the way home, several of our group stopped at Wapiti Espresso on Highway 410 for ice cream. The scoops and shakes in a variety of novel flavors were served by a very busy staff who were nevertheless grateful for the business.

A follow-up with Summit House by the tour organizer Lincoln Sarmanian for - at a minimum - an acknowledgment and apology was met with zero response. Thus we are finished with Crystal Mountain Resort in the future.



ID 19 Cylinder Head Rebuild

Story and photos from Ben Morse

Recently I had the opportunity to work on a ID-19 head that needed to be rebuilt. I wanted to share some of my thoughts on how to rework this head. Since most of you will take your head to a machine shop to get it rebuilt, a word about this avenue. As with a trip to the doctors office your best results will be obtained by guiding the practitioner to do what is best for you.

- If possible find a machine shop that works on motorcycles or VW's as they are very familiar with aluminum heads.
- Be aware that they will bead clean the head so put a bolt in any threaded hole that you do not want bead cleaning material in. This is most important in oil channel holes. After cleaning and machine work chase all threaded holes before you install the head to remove any cleaning medium.
- Only have surfaces machined that need it! Most machine shops will plane the head whether it is needed or not. This, in my view is unnecessary, which I will elaborate on later.
- Valve guides should only be pressed out. The reason for this is that most machine shops often use an impact driver to push the valve guide out. Using an impact driver can mushroom the end of the valve guide with the possibility of ruining the valve guide bore.
- Replace only the studs that do need replacing. As many of you that have worked on aluminum heads know getting steel studs out of aluminum heads can be a nightmare.
- And lastly take everything off of the head that you can. Even the best machine shops lose things.

After disassembling the ID head it was quite apparent that it needed one intake valve and all the valve guides replaced. Valve guides for these earlier cars seem hard to get. The ones that I have seen listed are only 47mm long vs. the 54mm original ones.

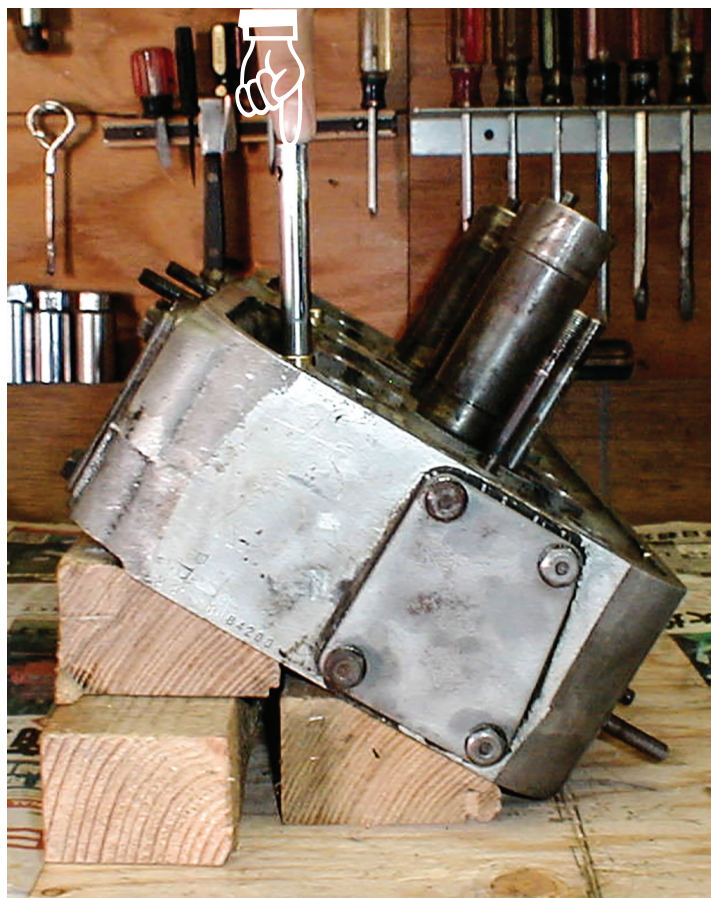
The first task was to find a cheap way to replace the valve guides. Since I had used VW valve guides on 2CV heads I started my search with VW valve guides. Sure enough VW type 412 valve guides would work with a bit of modification. They have a 9mm bore with an outside diameter of 13.00mm. The replacement valve guides you should get need to be slightly larger at around 13.05mm. The over all length of the original guides is 54mm where as the VW guides are 61mm. Price wise they are quite reasonable at anywhere from \$4 to \$8 each. Cutting the VW guides down to 54mm can be accomplished with a lathe or (carefully)with a hacksaw.

The accompanying photo, **right**, shows a number of important items. 1) Original valve guide. 2) VW valve guide before being cut down. 3) VW valve guide after being cut to length. 4) Small brass scrap removed from VW guide when cut down. 5) Valve grinder stone guide that is used to remove and install the valves. 6) 9mm reamer.

While the valve guides are pretty self explanatory a word on the valve grinder stone guide. These are ideal for removing and installing the valve guide with the exception that they are deadly expensive to buy at about \$30 on eBay™. A cheaper alternative would be a 5/16th bolt with a nut on it ground down to go inside the head valve guide bore.

After removing all the valves, springs etc., from the head, it is time to remove the old valve guides.

- This is best accomplished using a hydraulic press.
- But first you will need to create a jig that will get the head angled so that you are pressing straight down on the valve guide. I created one out



of wood scraps. This jig allows you to press out the intake valve guides with ease, **above**. Please note that the finger represents the plunger on a hydraulic press.

- However, the exhaust guides are angled in a way that precludes using the scrap wood jig. This requires another approach since creating a wooden jig would be just too much work. So I decided that instead of pressing the exhaust valve guide out from the rocker arm side I would press them out from the combustion chamber side using another jig.



A vertical metal rod, likely a bolt or stud, is shown. It has a threaded section near the bottom and a flange base. The flange has four bolt holes and is marked with '45#', '100', and 'AS51-4'. The rod is resting on a newspaper.

- [illegible]

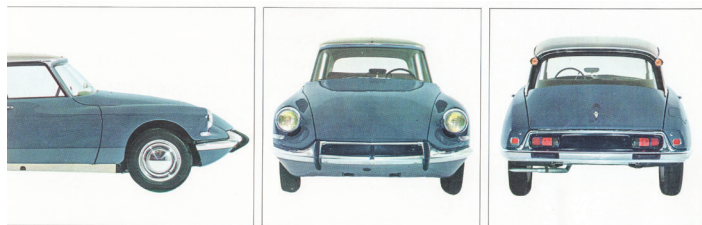
ID 19 Cylinder Head

Since the intake valve guide jig will not work the exhaust valve guides need to be installed by tapping them in. So as to not damage the top of the new valve guide I used the valve grinding stone guide with a small brass washer (picture #1 item #4) slid up the guide shaft so that it rests on the shoulder of the larger portion of the guide. Great care should be taken to make sure that you are aligning the valve guide so that it goes into the bore straight. Tap the guides in with swift decisive blows from a medium size hammer.

After installing the valve guides the bores should allow a valve stem to go into the with a little pressure. It may be necessary to use a 9mm reamer to clean up the ends of the bores. (picture #1 item #6)

Lastly a word about making sure that the head is flat and that you will get a good contact surface. As I previously said machine shops will plane a head whether it needs it or not. Having driven VW diesels for many years I found a cheaper way of making sure a head is flat. Find a large perfectly flat metal surface- I use an old table saw table. Go to your local NAPA™ store and get some lapping grease. Smear the lapping grease on the old table saw table and using a random motion move the head back and forth across the table saw table. If the head is not warped this should rather quickly give you a clean smooth mating surface. This same technique can be used on the intake/exhaust port planes if need be.

For most of you I think your best option is to get the VW valve guides, modify them yourself and take the guides and head to a good machine shop that is used to working on older aluminum heads.



LeMay Microcar Show 2015

PCN Editorial Staff, Images from Bibliopticus Alanskii

There was an extensive variety of cars in evidence at the LeMay microcar show July 18th, this year. This show is a legacy of last year's Microcar national meet which drew a bigger total number of cars. On display in the LeMay lobby was one of the museum collection's several microcars, an Owosso Pulse, one of several versions of the Jim Bede Litestar tandem two-seater project.

On the field an intimate gathering of cars held Burt Richmond's 2 CV rally car, along with a lovely 1960 Renault 4CV. An unrestored French microcar with wood body construction, partially pedal-powered, made up the rest of France's representation. The car was displayed with a small single-cylinder, two-stroke engine alongside on the grass. This "Zweirad Union" powerplant had an integral gearbox and a pedal-type kickstarter, clearly originally designed for installation in a 2-wheeler chassis.

Japan had the largest representation. Subaru 360s reliably inhabit microcar shows due to dedication by the owners and good club support. This year a 1995 Sambar 660cc fire-rig was on display, with a gauche "for sale" sign. The Nissan novelty vehicles from the late 1980s and 1990s made appearances; S-Cargo, PAO, and Figaro, some drivers traveling from Canada to do so. A customized Honda N-600 was on the field as well.

Other makes were represented such as several BMW Isettas, one an English Brighton-built Canadian export version. A British-built Trojan 200 version of the Heinkel Kabine was parked in the opposite corner of the field. A BMC Mini and electric-powered BMC Mini Countryman, along with a Marcos 1000 rounded out the British cars on the field. The other German models included NSU Prinz and Goggomobil TS-250. Italy had several actual FIATs such as a Nuova 500L Abarth which was in progress, a beautifully restored 600 Multipla, and a FIAT Topolino-bodied custom.



Burt Richmond's 2CV rally car, **above**, with a FIAT Nuova 500 L Abarth. 1960 Renault 4 CV, **below**, with a BMW Isetta 300 "slide window."

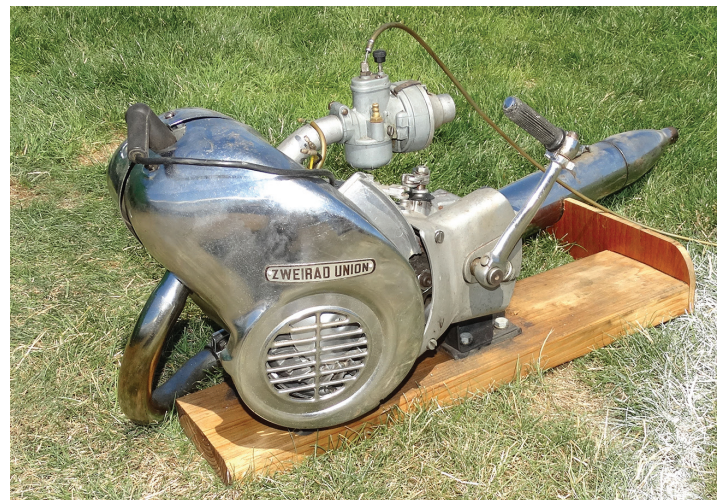


The USA's models were the Pulse in the lobby, a Crosley Super Sport, and a Crosley Farm-O-Road, which arrived late in the day on a trailer. An apparently home-built child's car demonstrated skillful construction, powered by a Hirth single-cylinder, two-stroke engine which ran.

Altogether this event provided a good education in obscure small cars from the 1940s to the 1990s. Most of the cars are rarely seen on the road in the USA, making this event worth the day.



Unrestored French microcar, **above**, featured pedal power but a second sprocket for motorization. Externally mounted fuel tank. Nissan S-Cargo, **below**, is a Pike Factory novelty car like the Pao, BE-1 and Figaro. Designer Fumi Handa said outright she was inspired by the 2CV.



"Zweirad Union" single cylinder engine, **above**, was shown alongside the unrestored French microcar.

British-built Trojan 200, **below**, is a version of the German Heinkel Kabine.



DS 60th Anniversary Part III

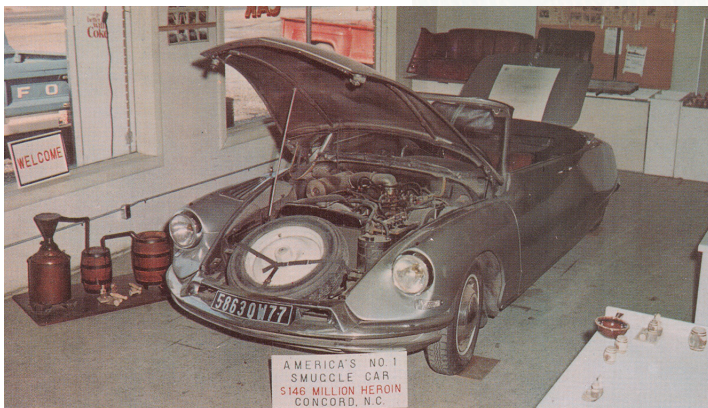
PCN Editorial Staff, Images from Citroën Presse, Delpire Publicité, Bibliopictus Alanskii, Greg Long

1960 - 1962



Citroën's US dealers took initiative to promote the cars with items like an embossed box of matches reading "There Is No Match For A Citroen," from Oliver L. Halford's dealership in Idaho Falls, ID. Ironically, this particular 1960 DS 19, **top**, was sold new to a Utah owner who, not surprisingly, never touched the ashtray.

A sad 1962 DS Cabriolet, **below**, infamous for being loaded with \$146 million of heroin when caught smuggling it into the US. Shown in a Concord, NC, collection.



1963 and Later



By 1963, the D series had been in production for nearly eight years, and the model range had matured in substantial ways. Now, Citroën began to slowly blend the DS and ID models, by offering the DS 19 MA with manual gearchange, and an ID 19 with power steering.



The DS Prestige, **above**, continued in small but steady numbers. Citroën continued to emphasize sport successes in US advertising, **below**.

The leading team of Tuovonen and Järvi in a Citroën DS-19 prove the superiority of front-wheel drive over all road conditions.

Who really won the Monte Carlo Rally?

A Saab took first place. CITROËN swept 2nd, 4th, 5th, 7th, 10th overall positions. For the first time one car captured five of the first ten places in the history of the rally. CITROËN won the Manufacturer's Cup. CITROËN finished first in its class.

The Monte Carlo Rally is not a race circuit—it happens on roads just like the ones you drive—and worse. What does it prove? Plenty.

CITROËN is a family car designed to carry five adults comfortably. The advanced engineering features that helped it win at Monte Carlo were designed to make driving, any driving, more comfortable, safer. For example:

Control—you point the car down the road—it stays put. There's no hint of wander or drift because CITROËN's front-wheel drive "pulls" instead of "pushes". . . puts the weight over the traction wheels (where it belongs).

Ride—drive suddenly over cobblestones—some people say they can't feel the difference. That's because CITROËN's air-oil suspension cushions and smooths the road better than cars riding on steel.

Brakes—touch the pedal and they pull you down fast, smoothly, securely. CITROËN's power disc-brakes can't fade (they're self-adjusting, too).

Then, there's the engine that's a miser on gas. Constant road clearance regardless of the load.

4-wheel independent suspension. Many other advanced engineering features.

But just don't take our word, or the record. Try one. You'll see why CITROËN is a great car to drive.

Citroën

Sales and Service Throughout the U.S.A.
Citroën Cars Corp., 380 Park Ave., N.Y. 10017
Telephone ME 7-8151
Used Car Dept., 435 3rd Ave., Brooklyn, N.Y.
Telephone JA 3-6636

Going to Europe? Buy your Citroën here, call delivery there, bring it home for further savings. Write for Overseas Delivery Brochure.

Funny face

There's more to Citroën's looks than sheer French charm. Beneath that chic exterior, there's the beautifully practical logic of why a Citroën looks like it does. For instance, regard the pointed nose and sleek lines. They're designed like a jet—and for the same aerodynamic reasons: to increase stability and cut wind resistance. This means greater safety, more visibility and less gas consumption... all important concerns to the practical and economical French.

Not to mention the practical and economical American. Imagine getting 28 to 34 miles to the gallon from a big, comfortable family car—and you begin to appreciate what Citroën's design means. And for all its economy, Citroën has plenty of power when you want it. Its big motor can easily give you 100 mph—and more. Another paradox: Citroën has a wheelbase as long as most large American cars—yet its body is as short as most compacts, because superfluous "overhang" has been eliminated. Result: easier parking and maneuverability. As any Citroën owner will tell you (and gladly!) there's far more to this remarkable automobile than meets the eye. Air-oil suspension. Front-wheel drive. Power-disc brakes. Power steering. Tires that last up to 50,000 miles. So, why not do more than just look. Give it a try. You'll discover that to drive a Citroën is to love one.

Citroën

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By the mid-1960s Citroën was making a substantial push in advertising to American consumers. They hired American ad agencies with designers like Alf Powers to design print ads which ran in mainstream magazines such as *LIFE*, *LOOK*, *Holiday*, *Sports Illustrated* and *National Geographic* as well as the auto enthusiast titles. Here we see four examples which use the theme of Doyle Dane Bernbach's *Think Small* ads for the VW which had debuted in 1959. The DS was a challenging car to sell on paper. Anyone who has driven a D model knows that no amount of descriptions and talking can equal the feel of a properly set up—or factory new—, car on the road. Dealers were encouraged to get the potential customer into a car and on the road in short order.

Plenty of pull when you need it

First thing you sense when you slide behind the wheel of a Citroën is the fast, powerful crew you've got under the hood. The motor will deliver 100 m.p.h. handily, if you ever need it. Then there's the way it takes the road. It's the front-wheel drive. It actually pulls you around curves. You feel a relaxed sense of control—an awareness you can step out and pass when you want to. It's a good feeling, helps your driving, too.

And the more you drive a Citroën, the more you appreciate its agility. You'll find it's great in winter. No skidding, thanks again to front-wheel drive. No chains, no snow tires. It's a car your wife can drive home some night in a blizzard—and you don't worry. And in any kind of weather, you'll like the way a Citroën handles. A big car, it will turn in the same space as a small import—and park just as easily.

Other all-weather features: 28 to 34 miles to the gallon... the easy, restful ride of Air-oil suspension... power-disc braking... tires good for 50,000 miles. Put them all together and you see why owners talk with such pride about the Citroën, why it becomes such a part of the family. If you're looking for a car you can really fall in love with, open a flirtation with a Citroën. A demonstration will do it!

Citroën

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You'll love it for parking

Ask your wife how it feels to park the big Citroën station wagon. Great! She can nip neatly into the same space as a compact—and far more easily. Trim as it is, in a Citroën wagon she can transport eight big people (or countless little people). What's more, she can zip through a day's errands and meet you at the 6:30 train, without that tired-taxi-driver feeling. One reason: the incredibly smooth comfort of Citroën's ride—something you'd never expect of a station wagon. (But then, no other wagon has Citroën's Air-Oil suspension.) Aside from its comfort, Citroën is the safest family car in existence. Its power-disc-brakes (no other wagon has them) stop in less distance. Its rack and pinion power steering turns on a dime. Its front-wheel drive prevents skids... pulls you through any kind of weather. Its big motor (with 4 speeds forward) has the pep you need for passing. More safety factors: padded ceiling and floor. Double-latch child-proof doors. And—even fully loaded with all your vacation luggage, the car is never off balance, thanks to Citroën's unique self-leveling system. Can any wagon give you all this... and 28-32 miles per gallon, too? Citroën can! As one demonstration will prove.

Citroën

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The D model line had reached maturity with basic, standard and prestige sedans, cabriolet and station wagon. The ID wagon was a most interesting proposition compared to a typical American station wagon like the 1963 Plymouth Savoy, Belvedere or Fury. The ID's wheelbase was 7" longer at 123" but overall length at 196" was 14" shorter. The Plymouth was offered with engines from 225 to 383 CID making 145 to 330 HP. The ID wagon had one engine; 116 CID at 83 HP. Interestingly both brands guarded their numbers- Citroën the ID's engine size and Plymouth the weight of 3215 lbs, 365 lbs heavier than the ID wagon. Though both models claimed 100 MPH capability, the ID was getting over 30 MPG in an era when few drivers cared about fuel economy, but most cared about size and chrome.

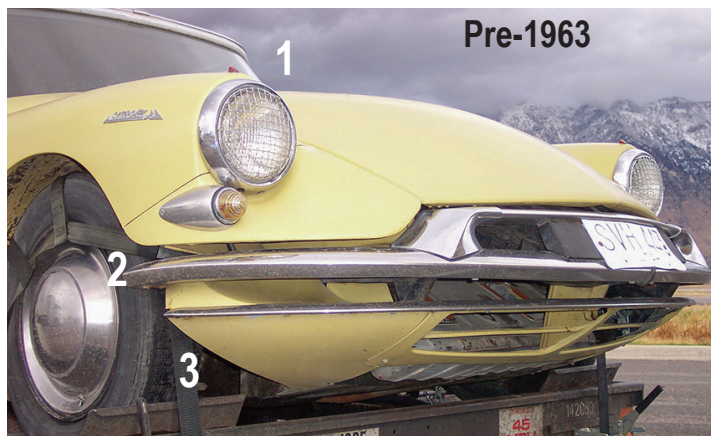
Hardly ever touches the stuff

Citroën owners sometimes have to wipe their own windshields. It's as restful and relaxing as a sofa—yet its Air-oil suspension is rugged enough to flatten the roughest washboard roads. It's great in summer. The trunk will hold all your luggage or beach and picnic gear. But Citroën is a car of contrasts. It will give you 28-34 miles to the gallon and 100 mph. Both with ease. Its wheelbase is as long as a big U.S. car—yet it parks in the same space as a compact...and more easily. It's just as great in winter. Its front-wheel drive will pull you through almost anything—without snow tires or chains. There are other features, too: an automatic levelling system; power disc brakes; rack and pinion power steering... and if you ever get a flat, the car will jack itself up. Sound different? It is—as a look tells you. And there's a reason: Citroën was designed—from scratch—for people: practical, fun-loving, economical, romantic people. Find out for yourself how great it is. There's nothing like a demonstration (outside of owning one).

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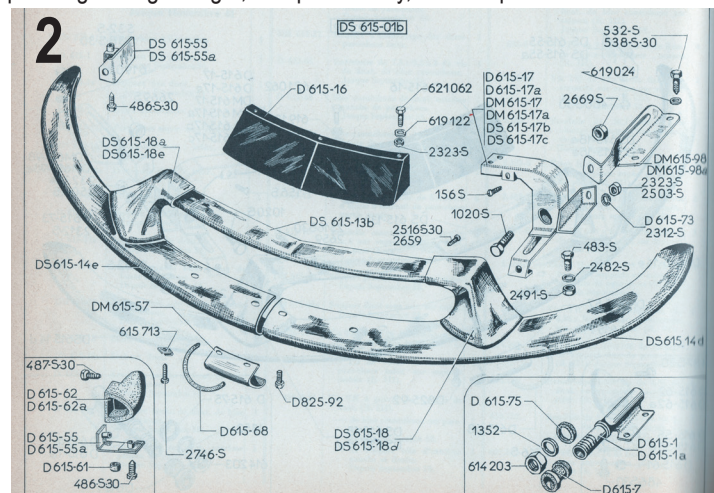
DS at 60 Part III



Pre-1963

We saw in Part II that the DS underwent substantial evolution between 1960 and the end of the 1962 model year. The visible changes were new engine compartment vent grilles in the front fender tops, called "cendrier" or ashtrays, and a completely new dashboard in late 1961. Underhood changes were made from dual ignition coils to a distributor, new intake manifold and cylinder head, domed pistons and increased compression for 83hp, Holset damper, the low-pressure hydraulic pump incorporated in the water pump was replaced with a centrifugal regulator, only one brake accumulator, 12 volt electrics across all models and markets.

For the 1963 models Citroën managed to pull off a major update. The entire body forward of the windshield was new or modified. Typical of Citroën it was hard to tell the difference at first glance. Several issues had to be addressed, primarily heat dissipation and underhood airflow. Not to mention that while Bertoni's original front end styling was very aesthetically pleasing and lightweight, it required fussy, delicate parts.



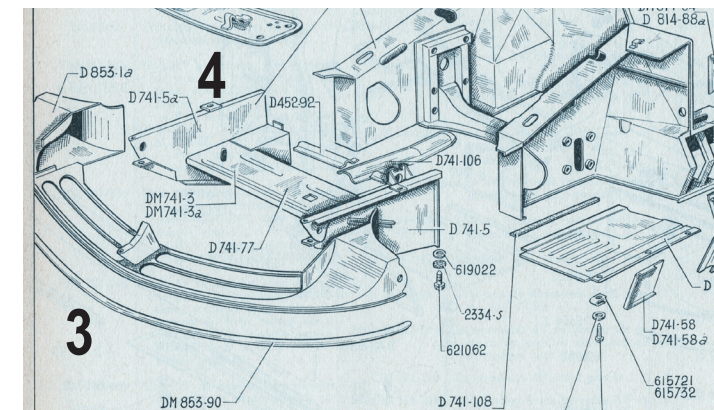
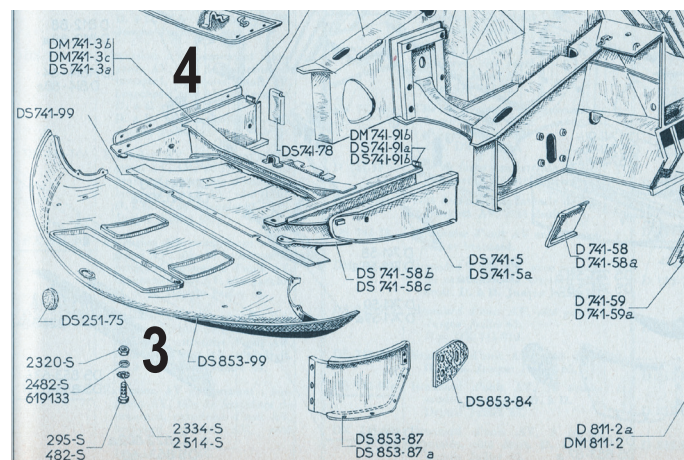
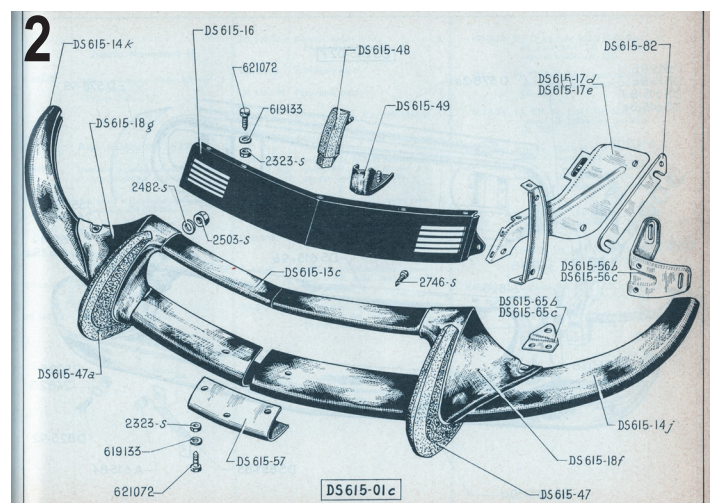
1963 DS Evolution

1963 and later

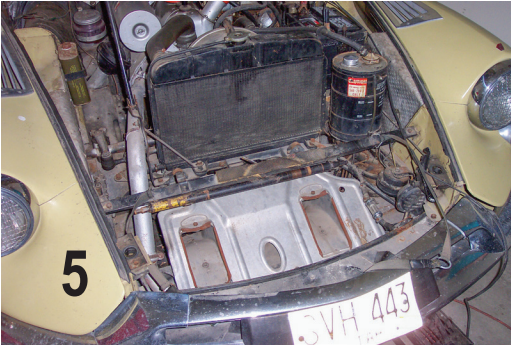
1 - The hood had structural changes and the front fenders changed to vent openings under the headlamps providing ducted air for the cabin, with no engine vent grilles on the tops. The fender leading edges were sealed with rubber strips.

2 - Every part of the front body below the edge of the hood was replaced. The bumper and grille assembly was more integrated with a larger license plate holder and standard rubber overrides. The adjustable mounting brackets, so beloved of Citroën, were simplified

3 - The lower valance and the "horns" on the chassis - 4 - were changed because the front muffler moved rearward under the body. Airflow into the radiator and inboard front brakes was comprehensively managed with full ducting from the newly enveloping front valance. The valance itself was aerodynamically contoured, resembling a manta ray's mouth.



Pre-1963

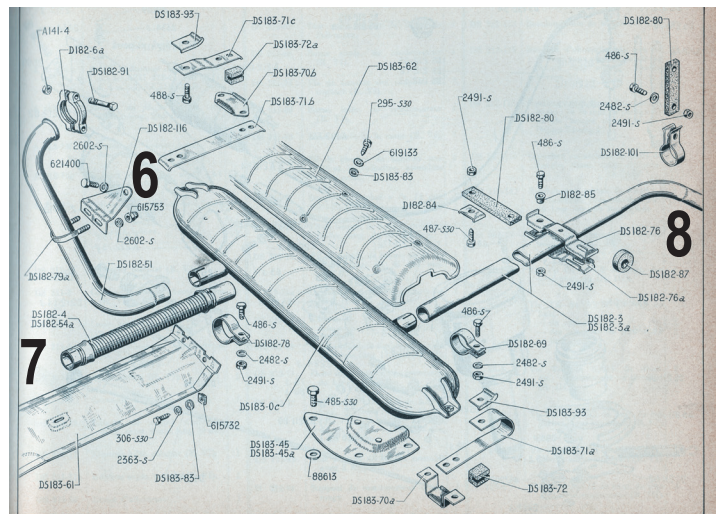
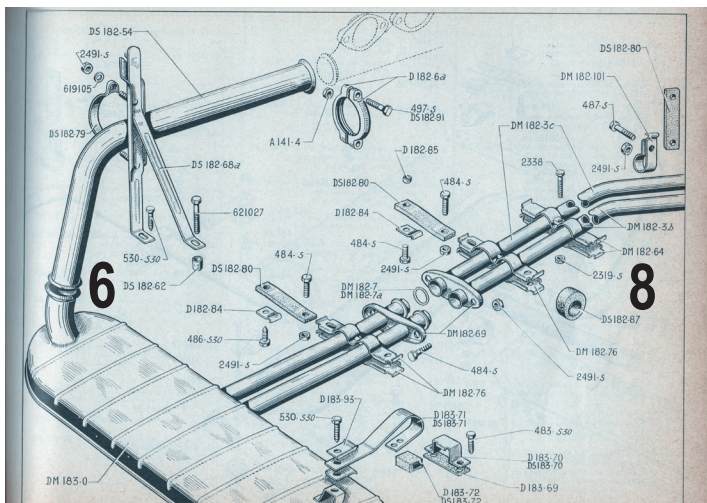
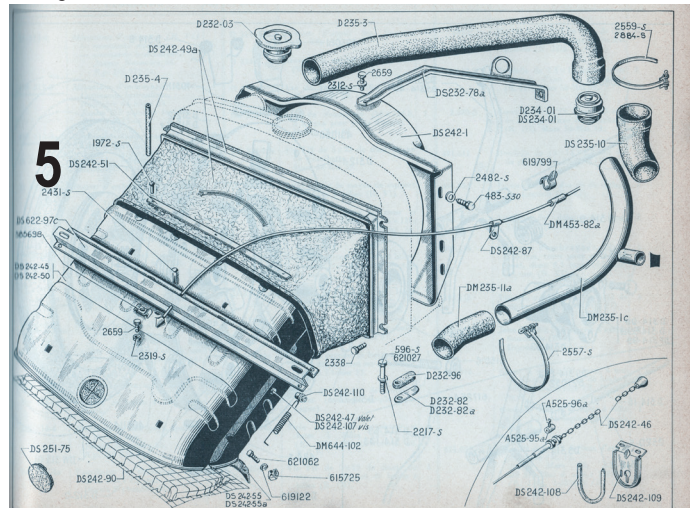
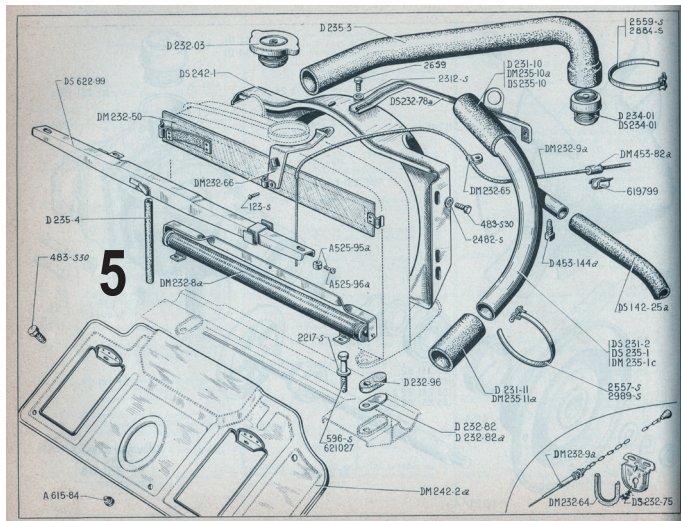


1963 and later

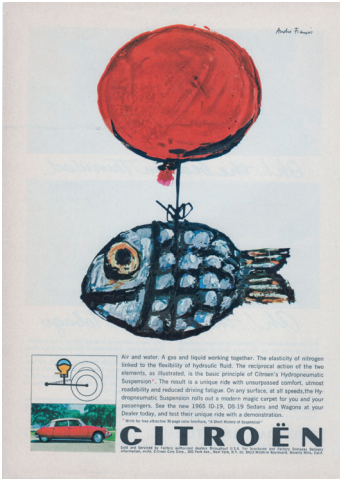


5 - Airflow into the radiator was approximate at best, it required the owner to remember to put the spare tire in its proper place underhood rather than in the trunk. The lower aluminum cover was meant to guide air into the brake cooling ducts as well as divert heat from the muffler below. All very well if the car was moving fast. For 1963 Citroën managed airflow with full ducts from the exterior of the body to the target, either radiator or brake discs. The ductwork made installing the hand crank more complicated as the shaft had to pass through three layers of sheetmetal, all of which have to be adjusted properly, and any view of the crank dog is blocked.

6 - The muffler moved to a location in a recess below the front seats, requiring the infamous flex pipe, 7. Citroën's solution for tailpipes, 8, changed several times.



DS at 60 Part III



Citroën's theme of Air and Water was a way of explaining the D models' hydropneumatic suspension to non-engineers. By the 1960's the space-age themes going back to 1955 were supplanted with whimsical illustrations.

Coincidentally, Flaminio Bertoni, who had passed away on February 7, 1964, regularly sketched and sculpted birds and fish observed from nature. These works were known to have influenced his design for the DS.



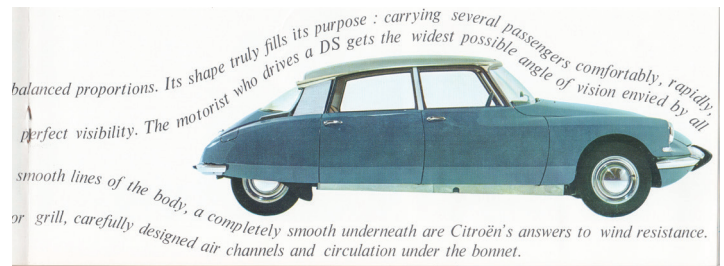
The DS had been building a reputation for successful racing, and events such as the East African Safari, **above**, provided ample opportunity to compete. Nine teams in DS sedans started out on the 3000 mile route through Kenya, Uganda and Tanzania. Five DS finished, one driver with a 104 degree fever, a team of two women drivers, and one team disqualified for missing a checkpoint.



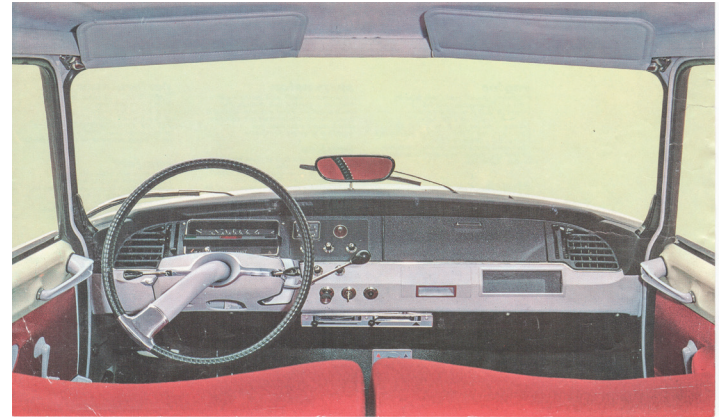
In July, 1965 Citroën and Panhard merged fully, **above left**. Citroën had owned 25 % of the venerable 1891 firm for ten years. Panhard's Irvy factory built 2 CV Truckettes, while Panhard models were sold by Citroën's dealer network, including the USA. The PL-17 was dropped, the 24 continued until 1967.

Le Double Chevron began its second, best-known series, in Summer 1965, now in color and bilingual.

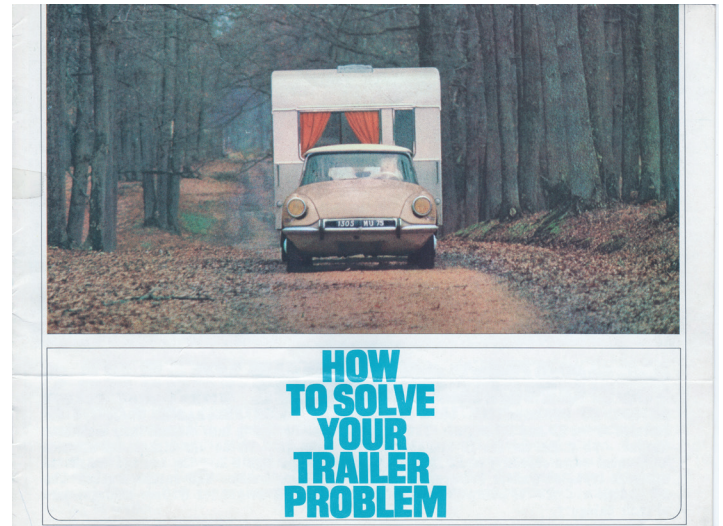
1964 -1965



Never ones to be outdone, Delpire contrasted sober photography with exuberant typography. In those days curved type was laid out by hand.



The ID 19's new dash for 1965, **above**, would have long-lasting influence on the D model range for the next decade. Citroën was discovering that costs could be contained by making the DS and ID models increasingly similar, rather than having two sets of parts to manage.



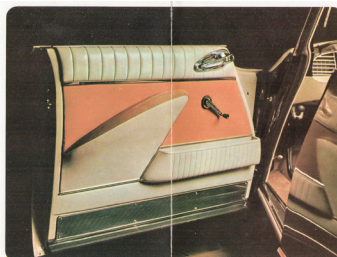
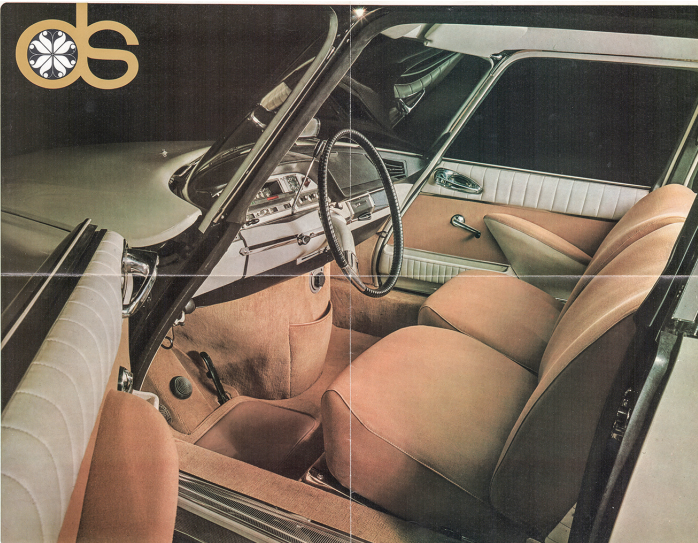
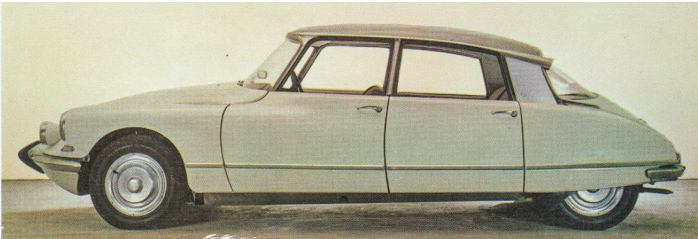
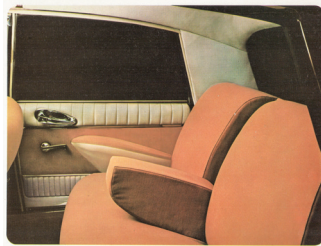
1- ID and DS engines with 98 or 105 ft-lbs torque tow 2200 lbs. 2- Four speed gearbox, ratios evenly spaced, especially second to third. 3- Constant level suspension keeps both vehicles on an even keel. 4- Fully powered, dual circuit brakes, rear brake pressure varies according to load. 5- Short rear overhang with a long wheelbase gives better towing geometry. 6- Robust platform with large box-sections, welded as a unit, unlike a ladder frame and separate body. Quite a relief from the wallowing, fish-tailing conventional American cars of the era. Until the next steep uphill.



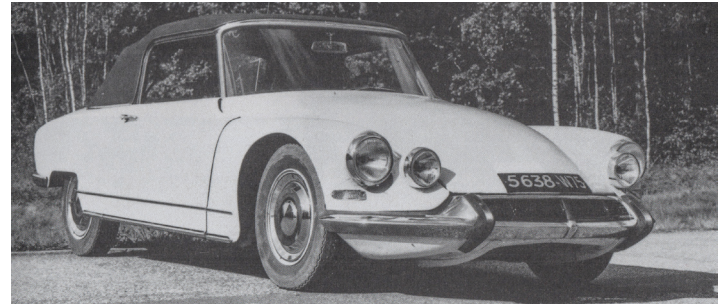
DS 19 Pallas

Citroën was shameless about exploiting puns in their model naming conventions, D.S. or "Déesse" being "Goddess." One of the most important developments to the D model line was the "Pallas" version, reminiscent of "Palais" or "Palace," named for Greek goddess Athena representing strategy, wisdom and war. Due to the fully removable outer body panels that include the B- and C- pillar trim, owners of ID 19s could cleverly try to dress their cars up to look like a DS Pallas.

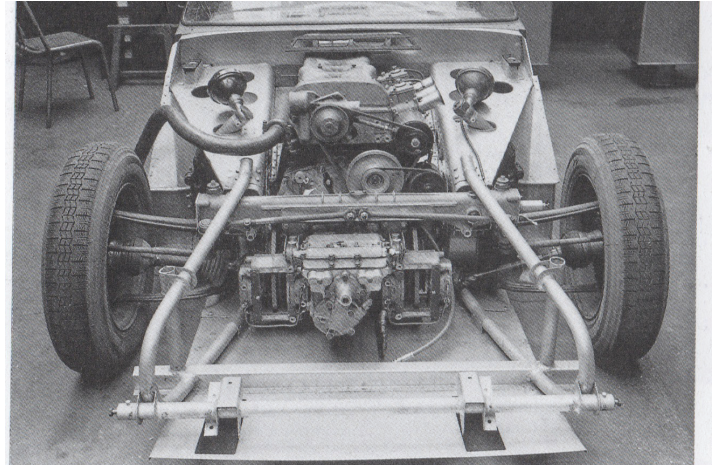
The outer body trim comprised bright strips at the tops and bottoms of the doors and fenders, and the famous stainless and rubber bumper-height trim which wraps around the rear fenders and reflectors. Brushed stainless trim on the roof pillars had the letters "DS." Palladium Grey was a unique metallic color only available on the DS Pallas. Auxiliary driving lights mounted inboard of the headlamps. In France, the rear light lenses were chromed with amber brake lights. The interior was comprehensively upholstered so that virtually no painted metal appeared, with leather optional. Polished stainless or chrome plating was used to make most metal handles and trims shiny, including the door sill trim. Seats were stuffed 2 1/2 inches higher; carpet material covered the firewall and footwells.



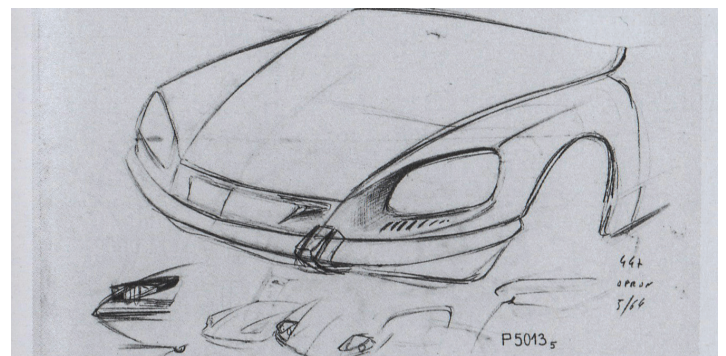
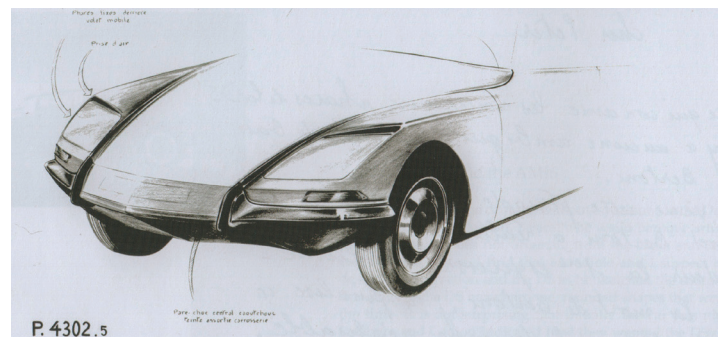
DS at 60 Part III



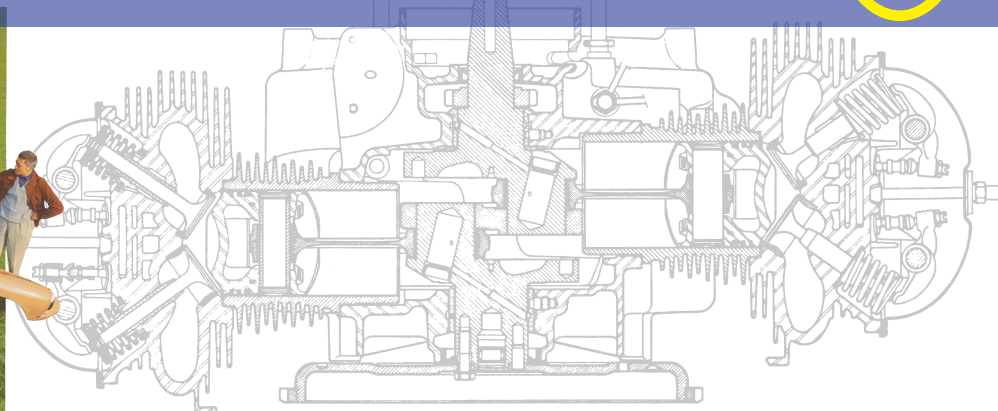
The DS "Sport" **above**, was an ongoing endeavor from the very beginning of the D project. By the mid-1960s, coupe and convertible prototypes were on test that were lowered and shortened. Many experimental twin overhead cam four-cylinder engines were installed in test mules, **below**.



Robert Opron had been hired into Citroën by Flaminio Bertoni in 1962. After a very unconventional interview process, which involved Opron's portfolio samples tossed on the floor, Opron had stormed out. Perhaps Bertoni was testing for someone who could stand up for himself...? Opron would shape Citroëns until the end of 1974. It is said that as soon as a car hits the market, its replacement is in development, as seen in 1964-65 sketches for what would become the 1968 DS front end. The notes, **below**, read "fixed lights behind a mobile flap." Narrow slits above the lights are air vents. The center bumper would be painted body color. Glass covers, **bottom**, were based on ideas already proposed by Bertoni.



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 Hylckama)	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

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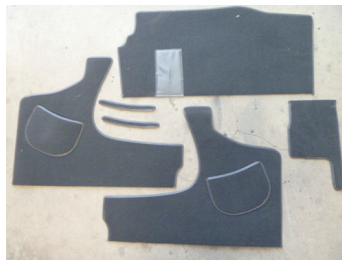


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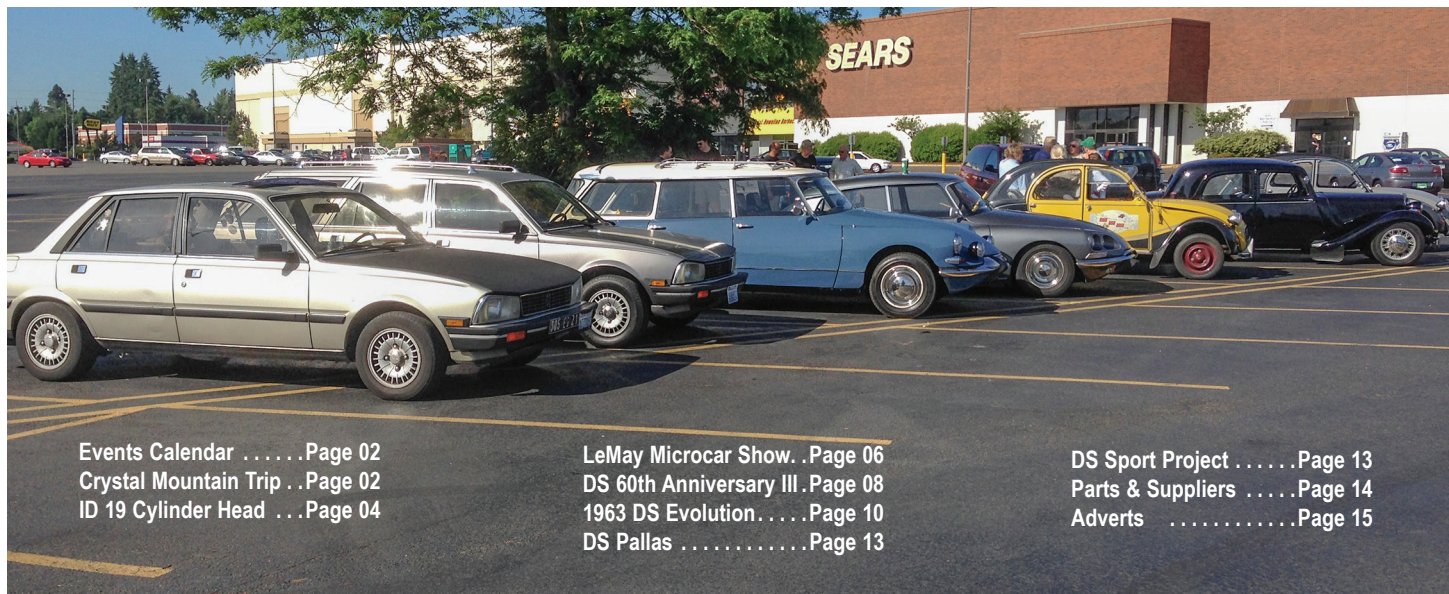
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On The Cover: NWCOC group in the Crystal Mountain main parking area. Photo from Bibliopticus Alanskii.



The June 6th NWCOC May Meet in June tour to Crystal Mountain began well enough at Krispy Kreme in Tacoma.

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