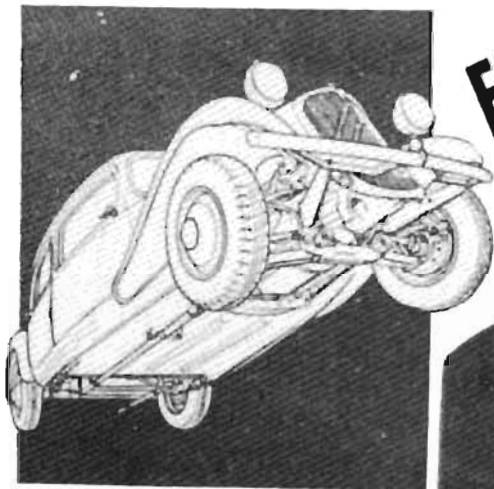
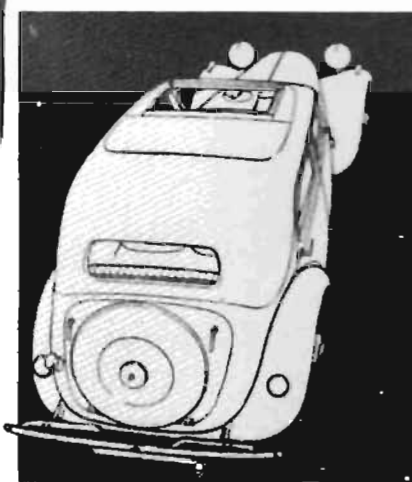
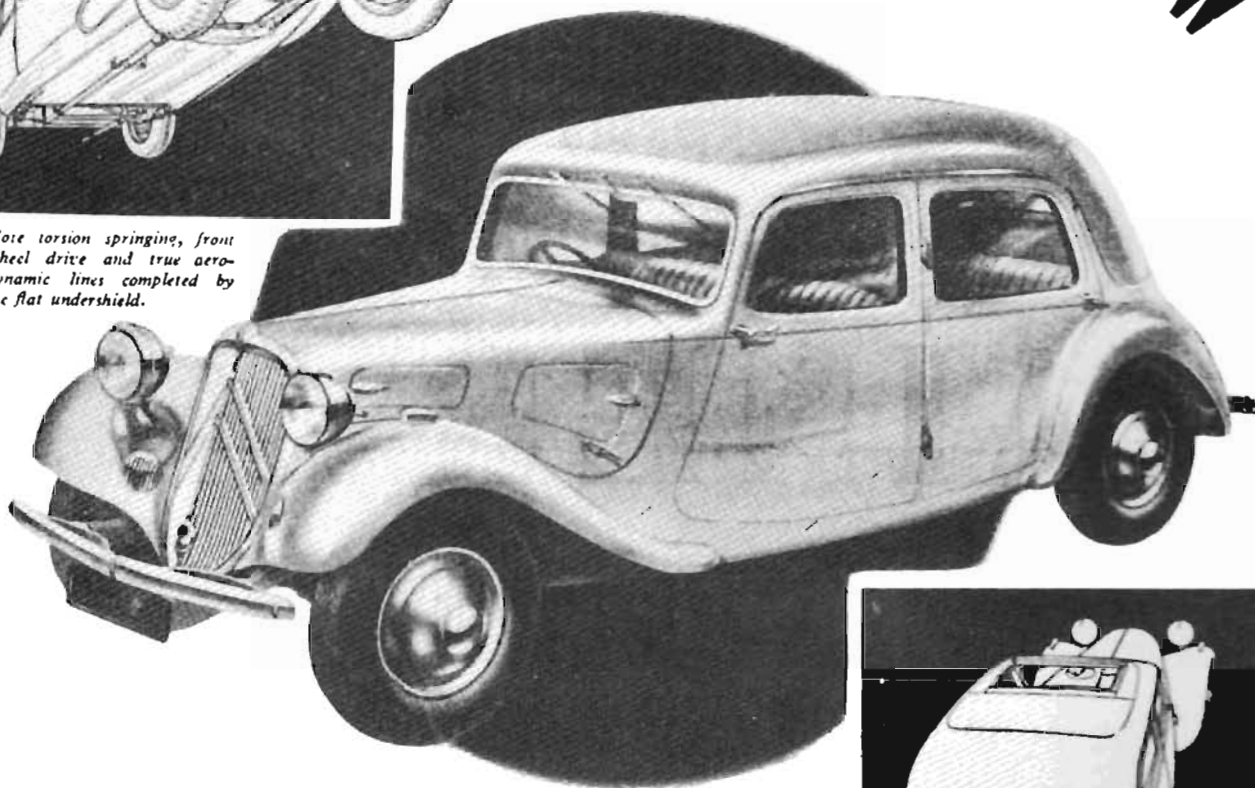


FROM ALL POINTS OF VIEW



Note torsion springs, front wheel drive and true aerodynamic lines completed by the flat undershield.



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Write for catalogue "A," or, even better, ask for a demonstration run. A few minutes experience will bring realisation of the extraordinary superiority of the "Super-Modern" Citroën.

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Floating Power

Volume Four Number One

February Nineteen Hundred and Seventy Nine

You will know doubt notice that this issue appears to be preoccupied with our A.G.M. as I feel that it is most important that members know what has been happening within the club throughout the past year, and that they are kept up to date with forthcoming changes, I hope therefore you will not feel the space has been wasted.

You will notice the introduction of a Spares Levy (see minutes A.G.M.) and I would encourage all members to contribute to it, and not take an isolated view on the matter. If sufficient members do contribute, it can only be to the benefit of the club, and that in turn means you.

I think the increase in subs needs little comment except to say they were not unexpected and were in fact inevitable.

You will also see from the A.G.M. reports that we will be losing the services of our Hon Sec, and I would like to personally say a special thank you through the Editorial to Tricia for all she has done over the years as Secretary, and only I really know how much that was. So thanks a lot Trish. At this juncture I would like to wish our new Secretary Maria Hodgekiss, the very best for the future.

I mentioned in the last Editorial that I had received news from the Citroen Classic Owners Club of Australia, and have since arranged for an exchange of a limited number of magazines, which we will be offering for sale on a first come first served basis at £1 per copy. Please send a S.A.E. with your order addressed to the Editor, in case supplies run out. Those of you who have already expressed an interest will receive priority for the first consignment. As yet I don't know when I shall be receiving them so be prepared to wait a few months. To whet your appetite I have included in this issue a reprint from their magazine 'Front Drive' which will illustrate the high quality of the content.

Herewith an early warning of our intended spectacular and outrageous forthcoming 'Summer Rally'. Yes, due to the undoubted success of our last mammoth production, we have by popular demand, commissioned well-known Traction personalities in the Gloucestershire area to arrange a suitable location for a week-end of Treasure hunting, Traction talking, sampling the local brews, plus as yet undisclosed exciting extras, camping, and poss B & B. The date to remember is the 12/13th May, location near Tewkesbury, so mark it in your diary now!! and make '79 as successful as '78. Full details April mag.

Talking of rallies one of our members, John Campbell Lambert, has for his sins been made responsible for the car section of the SUDBURY MAMMOTH OLDE TYME RALLYE to be held at Melford Hall, Long Melford, Suffolk, the proceeds of which go to local charities, the rally embraces all forms of mechanical exhibits from sewing machines to Traction engines (and I don't mean the 2CV type of sewing machine or the Citroen type traction engine) it is hoped the T.O.C. will be able to have a special parking area, and if you are interested in entering your car the only stipulation is that it is pre December 52. For further details contact John at Liston Place, Sudbury, Suffolk. Tel: Sudbury 76525. One last word SUBS!!! (they're due, and if not paid by the end of March this could be your last magazine.)

G.B.

by FABIEN SABATES translation by Reg Winstone

INTERVIEW WITH PIERRE TERRASSON



Q: How did you become a test-driver with Citroën?

A: When I was 18, in 1930, I became an apprentice at Quai de Javel; Andre Citroën had started a three-year training scheme in automobile engineering. The first year, we were introduced to basic technical principles, workshop practice and use of machine tools; during the second year we learnt sheet-metal-

and body-work, upholstery and electrics on all models of the C-4 and C-6 range. The third year we specialised in which ever aspect of the work attracted us most. I chose the mechanical side, doing stints repairing customer's cars. At the end of this final year, being interested in testing and in the prototypes, I went for a course at Montlhéry. At that stage, the company didn't have its own test track, so it hired the Montlhéry Aerodrome for the purpose.



Q: Did Citroen ever visit this training school himself?

A: Yes; from time to time he'd come to check on our progress. He was very interested in the project, and followed its development closely.

Q: What exactly did the tester's job consist of?

A: The work consisted of taking out prototypes or production line models and driving them in such a way as to put individual components to maximum stress. The nature of each test was determined by the criteria established in the research department. Each car was loaded with sandbags equivalent to the weight of four passengers and 100 lbs of luggage.

In 1933, I tried the new 'Rosalie' engine, that which was

later on to be fitted to the first Tractions. A good engine – powerful, flexible, fast and silent. It was during this period that the famous record-breaking 'Rosalies' were using the circuit at the same time as us, but unfortunately I never got the chance to drive one.

Q: Did you know then that the 'Traction Avant' was in preparation?

A: Absolutely not. Secrecy was total. You know, at Citroen all the departments were very compartmentalised. Until the beginning of '34, when I did my military service, all we knew were the Rosalie series. If the Traction was tried out at the Autodrome, it must have been after February '34, when I left



In April, the car was announced because it was a question of life or death for the company, but it was in no way a viable proposition in its original form. I was with my regiment when I heard of its launch. I went straight to the nearest dealer, in Nancy, and I remember telling him "It's fantastic! – it's only three months since I left the Citroen factory, I was a tester, and I've never seen the '7'. All I know is the engine!"

In June '35, Citroen himself died, and control of the testing department passed on to a friend of mine, a contemporary at the training school, replacing Colonel Pierre Prevost. After two months in the research department, I started driving prototypes again.

Q: Were there many accidents?

A: If we gave the cars a hard time, they certainly repaid us in kind! Accidents were everyday occurrences. In 1935, Tractions were breaking up all over the place – stub axles, drive shafts and torsion bars broke like they were made of glass, the handbrakes wouldn't work and the body coque collapsed or split open whenever we drove them really hard.

A big problem was the brake drums. As they heated, they would split and disintegrate, and usually that meant a wheel gone for a burton! We spent ages trying to perfect a cooling system for them. I must have lost fifteen front wheels and half dozen rear ones! The danger varied according to where one was, of course – on the track it was O.K.: the car would stop by itself on the brake back-plate. But, on the road, without brakes, it was a different matter, trying to avoid the other traffic! It happened to me once driving back to Paris from Montlhery. The stub axle broke and suddenly I saw my front wheel disappearing down the road in front of me! I had to dodge between cars, pedestrians, innumerable market barrows, horns blaring, no brakes and a useless handbrake! I was lucky that time. There were other test-drivers less lucky, who ended up thrown out of their cars or wrapped around trees.

When they asked us to test the first cars equipped with rack and pinion steering, they weren't at all properly sorted. I had a car whose steering jammed as it was coming out of a bend and I ended up out of control in the ditch, being brought to a halt by a telegraph pole, which only just missed my head! As a matter of interest, incidentally, although this was a completely standard car, it was painted scarlet, not black.

Q: What did you do when a component failed?

A: In the first place, we gathered up the bits scrupulously, which we then put in numbered bags with the time, place, date, mileage, etc. clearly marked. These bags were then handed in to the research and development labs. Then, if we had a spare in the car, we'd replace it. In the case of major breakdowns far from home, we'd call the nearest dealer.

Q: Did you ever drive any Tractions that differed substantially from the standard models?

A: I remember having driven an "Ouze Legere" which was completely aluminium-bodied. The welding on the coque held up perfectly. Lightened by 400 pounds compared to an all-street car, it was faster and had superb road holding. It was abandoned because of the cost of production and the difficulty of repairing aluminium. At the end of the trials, it was returned to R & D at Rue du Theatre. (This car must have been destroyed in 1944 along with the first prototype, the last 22 C.V. V-8 and other, unknown, prototypes, on the orders of Pierre Boulanger. At the time, these 'old crocks' were of no importance – N.D.L.R.)

In 1936&7, I drove a completely aerodynamic 'Traction', on which everything was streamlined – grille, wings, door handles, etc. It was only used for speed, acceleration and fuel consumption tests. I don't have any pictures of it, and I can't remember it very well unfortunately.

In 1938/9, we tried the celebrated 15–6 convertibles. I drove at least three of them. What a great car! It wasn't based on the bodysell of a Big Fifteen, you know, which had been modified. It was a specially produced, tailor-made job.

Q: Was the work tiring?

A: We worked eight-hour shifts for some tests. Eight hours at sixty m.p.h. without a stop, that's hard work. We only stopped for refuelling and for specific measurements to be taken. It was also tiring to do a shift all in reverse gear, or driving in first for weeks on end. Being unmarried at the time, I was able to work nights for months at a time.

Q: Any 'tester's tricks'?

A: The gears always used to slip out on the first Tractions. So, to keep in second, we'd put an elastic band between the windscreen opener and the gear lever.

Q: What about the V-8?

A: Never saw one. I heard a lot about it, though. It was never tested at Montlhery. On the other hand, I did see an engine running on the test bed while I was on a course.

Q: In 1937, when you were driving the Six prototype, were you noticed by any curious individuals on the road?

A: Of course. We were questioned often, but we were under strict instructions never to reveal anything about the cars. It was difficult, because a Six in '37 certainly didn't go unnoticed. It was developed really quickly – most of the problems were ironed out in the trials of the four-cylinder car.

Q: How did you get to Montlhery?

A: One of us would drive a Citroen coach from Paris. We'd take it in turns, between the ten of us. One day, when I was driving, the rear axle broke up and the sparks from the chassis on the cobbles set the petrol tank alight. The coach blew up and was completely destroyed. I succeeded in bringing it to a halt and getting everyone out before it went up. I was awarded a month's extra wages by the company for that! After night testing, we'd be driven home in a test car – the journey would count as part of the testing procedure itself. Nobody wasted any money at Citroen's, not with the Michelins in command!

Q: How did you take the pictures?

A: What with the secrecy, it was of course absolutely prohibited to take any pictures – on pain of getting the sack. On the open road, it was easy, since we were between ourselves. On the circuit, there were guards on duty all the time, but we managed all the same. At La Ferte Vidame it was really difficult. To take this picture of the prototype 2CV's in 1938, I'd hidden my camera in one of the cars which, luckily, the security guards didn't thoroughly search. Because of the secrecy and the threat of dismissal, the film remained undeveloped until 1941.

If I'd known these pictures would have interested anyone forty-five years hence, I could've got some fabulous pictures. Like that of the 4 W.D. Citroen Jëep with the Traction engine. It worked really well. It had big rollers on the front to help climb sudden inclines and ditches. The war came along too soon, though! After the war, my department at the factory was temporarily suspended, and I had to change jobs.

Fig. 1 The forty-sixth '15–6' on test, at the end of 1937

Fig. 2 A '7CV' on test. Note o/s headlight!

Fig. 3 La Ferte-Vidame, 1938. The only existing photo of the prototype 2CV's. The right-hand car is the air-cooled twin, the other two water-cooled fours.

Fig. 4 An II CV; note odd 6-stud wheels.

Fig. 5 1946 WI is the 'Rosalie' equipped with the first Citroen diesel. Terrasson is on the extreme left.

Figs. 6, 7, 8 Trials at Montlhery in 1935.

Fig. 9 On the cobbled road circuit, the "Paves du Nord", 1935/6.

Fig. 10 Terrasson (R') resting in the forest.

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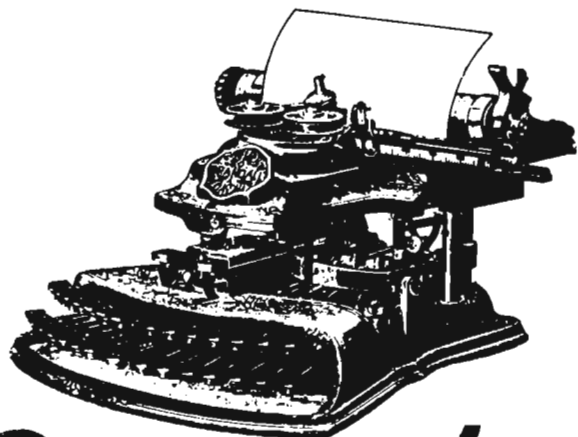
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9







The Don Wright Citroen Special

From information supplied by Don Wright through
Kenn Gilbert

The term 'Racing Citroen' doesn't sound quite right – as incongruous as saying '2CV Drag', or 'Light Fifteen Sprint'. If, however you have a memory stretching back almost a quarter of a century, and had a keen interest in local motor racing, you may remember Don Wright, of Sydney, and his Citroen Special.

In the early fifties, Don, with the assistance of Gordon Smith, engineer, Stan Barrett, panel maker and Franklin Baldwin, chassis designer, built a special based on a Light Fifteen engine, gearbox, front drive assembly, and rear beam axle. This was integrated with a tubular chassis of fairly simple but rigid design.

All of this was covered by a body of hand-beaten aluminium, and sat on a set of Pilote wheels shod with Michelin X tyres.

After several races, the rear beam axle was replaced by an independent rear suspension fabricated from Morris Minor lower control arms (torsion bar type) and specially made upper control arms and struts with Light Fifteen rear stub axles attached. This change cured the problem of rear wheel lift at high cornering speeds.

The transmission was a Four-speed Duriez, far better than the usual ERSA. These were hard to find, and had been smuggled into England by the H.W.M. Jaguar racing team. Don bought one of these sets and brought them in as second hand lathe gears to avoid paying tax!

At its first appearance at Folley's Hill Climb, Monavale, it broke the outright circuit record (in 1950, in rolling chassis form). Soon after, it took out second place in a fifty mile event at Mt. Druit, followed by first place in a quarter mile event. This car competed at every Mt. Druit meeting. At the Gnoo Blass Circuit at Orange in early 1953, Don blew his differential. At Hawksbury Lookout, competing in the under-3 litre class, the special set a new record which stood unbroken until the closing of the circuit in the mid-fifties. In the 1954 Bathurst One Hundred Mile Grand Prix, the special won fourth place (winner was Reg Hunt in a 250-F Maserati). In the following year Don came fifth, being timed at 111 mph.

Predictably, the gearbox was starting to show signs of wear, so Don set about making up a new set of gears identical to the Duriez kit. He had only got as far as production of the gear blanks when he decided to sell the Special, a move prompted by the car, running a standard gearbox, putting a rod through the block at the Newcastle Hill Climb.

Ian Steele, a dentist, bought the special from Don, selling it again soon after to Geoff Thorn, who had a set of straight-cut gears produced from the Duriez blanks. Geoff broke the circuit record at the Silverdale Hill Climb, but flipped the car in a later event, and sold it after rebuilding it. Several owners later, (John Moxham now owns the special) the Special has been modified several times, but is still being run in events. This must make it one of the longest-lived Australian specials.

Don, and his engineer, Gordon Smith, now own beautifully restored Light Fifteens (those who went to Beechworth this year saw Don's car).

Reprinted from "Front Drive" magazine of
the Citroen Classic Owner of Australia

As we didn't have the original photographs we have omitted reproduction because of the poor quality.

Correspondence

Dear Graham,

First: A short story . . . but a true one!

'It never was an easy road, that route through forests, moors and mountains from Nant Bwlch yr Heyrn to Waunfawr in darkest North Wales. That night, it was snowing slightly as I set off, determined to see that my Big 15 should live up to its legendary reputation for finding a safe and sure path through snow. The little road waltzed up and up, round some hairpin bends, through a fairly flat but twisty forest section, then began to drop suddenly at about one in four or five to the A5 at Ty Hyll. With a wailing and a gnashing of teeth reminiscent of John Austin's four speed crash box trying to engage bottom gear half way up a hill at Stroud, the box crunched down a cog and the old bus moved down the hillside through the yellow snow and came to a tense and slippery halt at the main road junction. Whereupon we started a fairly lively dance along the deserted A5 to Capel Curig and Pen y Pass which is situated at the head of that mountain pass which leads down to the vale of Llanberis.

Arriving at the Pen-y-Gwryd Hotel, I swung the car up the hill towards the Pass itself, and was greeted by a thick swirl of snow being blown down from the slopes of Snowdon. I grinned, thinking that driving over the Pass in this weather might be a bit of a challenge. I was right! Soon, I found that the car was climbing on a carpet of some five or six inches of snow. I shuddered then as I realised that with so much snow coming down, that should I stop, there would be no possibility of a restart. I chugged up the hill in second gear, my eyes some two inches from the screen, my chest pressed firmly against the steering-wheel centre, and got round the two worst bends safely. Then the blizzard worsened. The snow flew at me thicker and thicker. One hand gripped tightly the steering wheel rim, the other aided the faltering windscreen wipers as they struggled to cope with such a heavy load. Then I found myself driving almost completely blind, seeing nothing before me at all. Through the corners of my eyes, I could see two stone walls passing slowly by on either side of the road. Briefly, I thought of my options. If I stopped, I might be run into from behind by someone on his way to the night-shift at the Dinorwig Hydro-Electric Scheme. If I carried on and someone had abandoned a car in the road, I would almost certainly ram it and severely damage my own rather valuable car. Really, however, I had no option, and the big traction kept on plodding up for a good half-mile between those grey stone walls.

We made it to the top at last. Miraculously the snow stopped. I heaved a great sigh of relief, muttered a thankful prayer, and set off, still in bottom gear, down the winding hill to Llanberis. Half an hour later, I arrived home having taken an hour and a half over what is normally a half-hour trip.

An old tale? Not by any means. This happened on the evening of April 10th, 1978.

Rhodri Prys Jones

Dear John,

The articles on wheelbearing and hub removal tools was very interesting, but not having a lathe or reasonable machinist nearby, I have to do these operations in a less polished manner. Removing the wheelbearing is extremely simple if one purchases two extremely cheap muffler/tailpipe clamps and has a general purpose gearpuller. The size which I had at the time and found to work well, was 2 3/4". The common type around here are constructed of thin sheet steel, the thickness of which just matches the bearing case groove. The legs on one side may have to be trimmed.

I pulled the original out of my '46 BL without a hitch. Then put it into the '56 so it would cease its knocking. I hope to get the '46 repaired and back on the road next year. My '46 has a bad gearbox. The crownwheel/pinion assembly is damaged too. The car seemed to have an abundance of low speed torque (before) but also tended to rev higher than it would prefer when travelling around 100km. When the crownwheel went out I decided it would be wise to either adapt a later 4 speed transmission or locate a different ratio final drive such as an 8x31 crownwheel/pinion. (The original is 9x31). However, when I got the '56 B11 on the road I soon noticed that its gear-ratios seemed much more favourable; at 100km the engine RPM are approx 800 less than the '46 but according to the transmission plate, both are fitted with 9x31 ratios. Do you know if the other gearing of the transmission changed between '46 and '56?

Wayne Casey
1115 S. Edgewood St.
Arlington, VA22204 USA.



Dear Tricia,

Please find enclosed three photos. AV 9 is my 1962 Lt 15 everyday car. Although the fenders have been resprayed, they are not really two-tone, this is an effect of the film used in my camera, in reality my Traction is most definitely monochrome! A non-standard feature (apart from the hideous indicators) is the light in the centre-front of the roof – it comes on with the dashboard lights. AP 7001 is my recently acquired 39/40 '12'. The chevron is absent from the grill but apart from that it is complete and original in all other aspects. The third photo was taken at a recent Canterbury Citroën Car Club Gymkhana. Not all Traction in N.Z. are black, they just happened to be that day. The cars were 1950 Lt 15 54 Lt 15 with non standard Pilote wheels, a 51 Lt 15, and a 54 Big 15, fitted with an I.D. motor plus my own car.

By the way, you may be interested to know that I have located a fourth Slough built coupe. I intend to forward an article and photos, as soon as I have obtained the owners

Dear Graham,

I enclose belatedly details of my car for your records. The only photograph I have is the "before" photograph taken some three years ago when I found the vehicle walled in a garage and covered with ten years accumulated dust and cobwebs.

Having got it going I have been faced for personal reasons to suspend the restoration work, but hope to set to again some time this year. I imagine that this must be one of the oldest Four saloons running, having been first registered in Caceres in Western Spain on June 26, 1935. I have some interesting documents with it, showing that it was appropriated for police use (Madrid Criminal Investigation) during the forties and that it had to be held in permanent readiness for military use during the civil war.

So I hope that 1979 will see it back on the road. There are quite a few light fifteens around in Spain still, and I have discovered a cache of spares in Madrid (albeit expensive) including new body parts, gearboxes, shafts etc. I am also proposing to follow up a discovery made in France last year – when my GS broke down and we were stranded in the back of beyond whilst a drive shaft was replaced – of a new late model Lt 15 – still in factory wax.

Perhaps I'll get the chance to attend a club meeting again during a forthcoming trip to the UK – although my last attempt about 3 years ago to the International Citroën Clubs meeting in the Midlands was a great disappointment and didn't merit the trip. What happened to all the older models that folk were so busy restoring back in 1964 when I was last at one of these meetings?

All the best for now.

Kind regards,
John Kiddell

permission, according to the owner quite a few coupes came to N.Z. this is the first one I have seen or heard of other than Flora Smith's coupe, which has recently been sold to an American.

Anyway keep up the marvellous work, I would be interested in seeing a few articles of a technical nature in the magazine along the lines of how to fix, overhaul, your brakes, transmission, suspension etc.

Kindest regards to yourself, Graham and fellow T.O.C. members.

Yours sincerely,
Richard Howarth,
Christchurch, New Zealand.

Unfortunately space only permits me to print one photo of Richards everyday car. Ed.



Committee present: Tony Hodgekiss (Chairman), Tricia Brice (Secretary), David Shepherd (Treasurer), Fred Annells, Graham Brice (Editor), Manny Motashaw, John Gillard (Spares), Graham Sage (Spares), Bernie Shaw, John Dodson (Magazine).

The meeting was opened by the Chairman, Tony Hodgekiss, who gave a report of the clubs activities throughout the year and welcomed the club members to the A.G.M.

This was followed by the Treasurer, David Shepherd, who also have a brief speech and asked if there were any queries regarding the accounts which had been published in Floating Power. A member queried the fact that no expenses were mentioned for the printing etc. of the club magazine, it was pointed out that this item is met by the Citroen Car Club and appears on their accounts. David then asked if the accounts could be accepted, they duly were.

The Secretary gave a general report of the Club's past year, and thanked the committee for their efforts, she also announced her resignation from the position as Secretary as she felt it was time for new blood to take over.

As all the committee wished to be re-elected the Chairman asked the members if anyone objected to them being voted in as one, no objections were raised. The committee as above were re-elected.

A nomination from Ralph Drouin for Alan Sibley to be added to the committee was made, and seconded by John Gillard. A nomination for Maria Hodgekiss was made by Graham Brice, and seconded by Manny Motashaw. Maria Hodgekiss was then proposed as the new Secretary by David Shepherd, and seconded by Tricia Brice and Alan Sibley.

1st Proposal was that a spares levy of £5 be added to the annual subscription, to be optional and non-returnable. This was discussed at some length by the club and it was unanimously felt that the levy should be £10. Members not doing so and wishing to purchase spares in the club year will have to pay a surcharge, members paying the levy will benefit by having spares at a discount price. Manny Motashaw suggested that it be made returnable but it was generally felt that this was not a practical idea, particularly as the levy will be optional. To discourage members from paying the levy as and when they require spares it was felt necessary to make it payable only when renewing subs, this way, the benefits will only be available to members supporting the spares programme from the off, you will of course still be able to buy spares, during the club year, but will not be able to take up the levy until renewal time. It was also felt that the amount to be paid should be reviewed annually. The levy will be a once only payment entitling members to discount rates for as long as they continue to be members.

2nd Proposal was that an increase be made in subscriptions in view of the rising costs incurred over the last three years. A figure of £1.50 was suggested but it was pointed out that this would all go to the C.C.C. towards the cost of the magazine, if the fees were £2 then the T.O.C. would get 50p. It was unanimously agreed for the subs to increase by £2, making membership to the T.O.C. £8.50 and joint membership of both clubs £11.50.

Any other business David Shepherd explained the difficulties incurred in finding a company to make a metal club badge at a reasonable cost, one quote received was for 100 at approx £3 each, in view of the poor response for the windscreen badge, it was thought that it might not be a wise

move to tie up several hundred pounds of club funds on metal badges, opinion was varied among the members and it was agreed to leave the problem in the hands of the committee.

A cup has been purchased for the club with money generously donated by one of our members Martin Lloyd, it was agreed to call it the Martin Lloyd Trophy, and to be given to a Concours winner, it was suggested that it could be given to the best first time entry, so as to encourage new entrants each year. This was thought to be a good idea but nothing definite was agreed upon, the committee will decide before the summer rally, which is to be in Glos.

The meeting was closed at approx 10.30.

T.O.C. CHAIRMAN'S REPORT

The T.O.C. has now been officially formed for 2½ years, this last year I feel being a time of consolidation for the Club. We have now built up our membership to around the 340 mark, with less members joining this year than at the start, an understandable situation with a limited number of cars to be owned. Of these about ¾ of the members hold joint membership with the C.C.C. and we have several new members joining from overseas.

On the social side also, a pattern has emerged where we now hold less national meetings than at the start and more meetings held by regions. At the start of the Club we had many meetings of all types for members nationally but it must be admitted that these were so poorly attended that it was just not worth organising them. I believe it's due to the general 'traction problems' many cars off the road and of those which are mobile just too widely dispersed. So this year we concentrated on just two main meetings, the rally at Peasmarsh and the picnic. Peasmarsh was attended by about 40 cars including several visitors from the continent. The picnic at Lewes was attended by about 15 cars, some of whom responded to our open invitation for older cars. This brought along as well as Traction, an Austin 7, a Sunbeam and a Wolsey Hornet Special, which made an interesting change, and an idea worth developing for the future.

In August a 'Traction Party' went to Chartres to join the 4th I.C.C.C.R. 14 cars from these shores, including Martin Lloyds C4G which won a prize in the concours. The T.O.C. also took an active part in the C.C.C.'s rally at Salisbury. There Martin Lloyd also took part and won a prize in the concours, this £20 prize was very generously donated by Martin to the T.O.C. to purchase a trophy for the Clubs future events. On behalf of the Club our sincere thanks to Martin.

In the regions other social events have also been organised, we have to thank Walford Bruen for the Scottish section, Rhodri Prys Jones for the Welsh section and Tom and Rosie Evans for the Eastern section (why no Northern Sec?) they are also keen contributors to the magazine. In London Alan Sibley and John Gillard have held regular meetings based on a Vintage Metalwork class held at Highbury, Alan has also started a London Section.

Spares supplies from the club have also been greatly improved this year, John Gillard and Graham Sage have been heading the spares committee, they have been helped by John being able to make use of a set amount of funds from the T.O.C. so that he may make purchases with the minimum amount of committee decision. A good stock of limited parts has been available and we hope this will increase to the benefit of all our members, the more we sell the more we can make a little profit and restock in larger quantities. Our thanks to John and Graham for all their efforts.

The Clubs relationship with the C.C.C. has also improved this year and our very worthwhile links with them socially and

in magazine distribution have been of lasting value, I wish to thank especially those members of both Clubs whose efforts have brought these Citroen interests closer.

Regarding the T.O.C. committee members we all owe a great deal of thanks to them for the work that they have all done over the past year, in running the Club, David Shepherd has been the Treasurer since the Club started and keeps a very close eye on finances, the spares scheme, overseas dealings and finances from the C.C.C. Reg and Ginny Winstone resigned as Editors of the Floating Power during the year, and our thanks to them for the high standard they set during the early days of the Club. Graham Brice has taken over as new Editor, with John Dodson still doing the artwork, our thanks to both of them and not forgetting Graham Sage for some very fine photographic work, for both the magazine and Club records. The other committee members have all put in a lot of time at meetings and social events with Fred Annells and Graham Brice working on the committee of both clubs.

I have not mentioned the work of our Secretary yet, because this is a special occasion, not only do we say thank you to her but goodbye as Secretary, Tricia has been Secretary from the very start of the Club and not only has this been probably the busiest job on the committee, but I know all committee members will agree with me in saying she has been the 'backbone' of the Club, with a truly intimate knowledge of what is happening, or should be happening. She has injected a great deal of professionalism into the Clubs affairs, as well as helping to organise Club social events, deal with a lot of overseas correspondence and of course look after her own children and husband. Tricia has decided she would like a break from being a Club official, but has agreed to remain on the committee, for which we are all grateful, so her resignation has been accepted. As a token of the Clubs gratitude for her efforts, we decided to make a small presentation to her of a Wedgewood Bowl, which must be about the only thing in the Club she knew nothing about before hand.

Before we pass on to other matters on the agenda may I wish you all the best of motoring in your Tractions or a speedy return to the road if they are like mine!! And hope that in future we can provide a club which will offer facilities to suit all of its members.

SECRETARIES REPORT

This is the end of 2½ years as the Secretary of the Traction Owners Club, those years have not been without their problems, but I'm pleased to say they were all ironed out in amicable ways. I think we are settling down now and are finding out the best ways to run the Club. The first two years or so were very much trial and error, particularly on the social scene, although I think we now have a satisfactory system whereby events are organised by willing club members in their own areas, and just one main rally is organised by the main committee along with our inevitable French Picnic and an annual nosh-up or dance of some kind. I don't think I'm giving away any secrets if I say that next years rally will be in the Wiltshire Glos area, so start thinking about it now, this years rally was good I think for a first time effort the next one should be even better.

The Citroen Car Club have not been without their problems this year, but I'm happy to say that Alf Turner their Chairman has ensured that they affected us as little as possible, indeed the new Membership Sec Tony Shaw Davies has managed to simplify and improve the system, which involves more work for him, but improves things for us, and for that I am grateful. The relationship between the two clubs has become a friendlier one with good liason.

I think thanks should go to John Gillard and Graham Sage, for getting the dreaded spares programme underway, their problems really do seem insurmountable particularly when one considers the very limited response they had to their spares questionnaire, hence the proposal of a spares levy which you will have seen on your Agendas. Not only do Graham and John have to search out the spares, make negotiations, arrange payment and collection, there is the storage problem, packaging and mailing, the cheques have to be banked and books kept, it is sometimes I think a very thankless task, and I do hope it is appreciated by those who have taken advantage of it.

I will also thank Graham my husband for taking on the job of Editor, I must admit that I had my doubts as to his ability to do this job, but I feel proud that he has done so well, and I hope has incorporated all the extra things we have been asked to put in the magazine throughout the year. The magazine like everything relies a lot on contributions in the form of interesting letters, spares advice, the name of someone who has carried out a good respray or welding, all these things are useful to other members, however trivial they may seem to you.

David Shepherd our Treasurer must also be thanked for his most efficient way of handling the Clubs funds, there are times when we think its the crown jewels he has in his care, he really is so protective.

Tony Hodgekiss our Chairman has done a good job inspite of being abroad most of the year with his firm.

And thanks must go to the rest of the committee for the work they all do throughout the year.

It only remains for me to say that I shall not be continuing as Club Secretary as the time has come I feel for new blood to take over. Although I will still take part in committee meetings. My initial enthusiasm has waned somewhat and I think you will all be better off with a new Secretary with new ideas and enthusiasm. My thanks to all those of you who have made my task that much easier.

TREASURERS REPORT

A copy of the audited accounts was sent to all members in the October issue of Floating Power, giving a comprehensive breakdown of Income and Expenditure, and details of the General Fund Balance carried forward to the next year, of £1122.08.

Due to increased membership, the T.O.C. proportion of subscriptions received during the year showed an increase of £188.47 on the previous accounting period. Sales of T-Shirts and Spares netted a profit of £330.61.

During the year, the committee voted to deposit £300.00 in the Abbey National Building Society. Should this balance be required for spares etc., withdrawal can be made by two of the three signatories on the Bank Mandate, ie, the Chairman, Secretary and Treasurer, at approximately one weeks notice.

Messrs. John Gillard and Graham Sage have worked very hard locating spares, and their efforts have not only helped many members to keep their vehicles on the road, but by boosting the club's funds, more cash is now available for future spare parts.

The accounts for the year to 31st March 1978 were adopted by all members present.

