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Floating Power

Volume Five Number Six January Nineteen Hundred and Eighty-One

Graham Brice; I'm sure everyone will agree, has done an excellent job as Editor of *Floating Power*, but having put in a good stint he has now decided to stand down. This has resulted in my suddenly finding myself as Editor — an honour I'm not sure I can live up to. However, I shall try to maintain the high standard set by my predecessors but there is an important part that you, fellow members can play which is to contribute to the magazine. The Editor needs something to edit after all, so I look forward to receiving articles and pictures about your cars be they accounts of restorations, epic journeys or historical. If you can't face writing a full article, letters are welcome — I'm sure many members have technical tips for example which would be well worth publishing.

Allan Sibley has been working hard on the 1981 programme of events, published in this issue, so I hope that we'll see many new faces at these events — they're always enjoyable, and if you need advice there's no substitute for coming and talking to other members in person and looking at the cars. I've found it to be a very friendly club, and there's a fund of goodwill and expertise for those that seek it.

There is a full notice of the AGM elsewhere in this issue but I should like to remind you on behalf of the Committee that the AGM is your main opportunity to influence Club policy, voice your opinions and generally participate in keeping the Club on the road. The Committee needs further active members so if you know anyone you would like to propose, please get their approval, and propose them at the AGM. This will be held on 30th January at the Wellington Waterloo Road SE1, 7.30 for 8 p.m. (Parking available at NCP near Old Vic or on street at Cornwall Road.)

Please make a note in your diaries also for TOC Annual Rally in Norfolk, 26, 27, 28th June and the Fifth International Citroën Car Club's Rally (combined with the 'Jaarfest') at Breda, Holland, on the 4th, 5th and 6th September. Contact Allan Sibley if you are interested in participating so that block bookings can be made to save money.

Looking forward to seeing you at one or other of the Rallies, and wishing you all a HAPPY NEW 'TRACTION' YEAR.

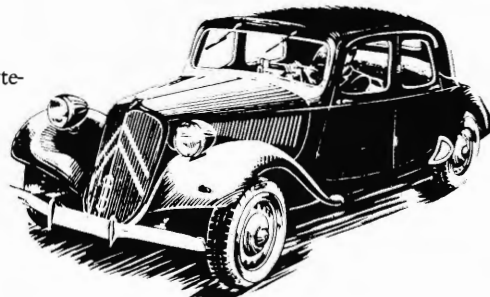
N.H.

TOC REGISTER CONTINUED

D. Ryland, Woodholmes, Frithwood,
Brownhill, Stroud, Gloucs. 1953 Light 15
RFM 567. Ch. no. 9/530368.

A. Protos, 12 Railway Ave., Eastwood,
NSW 2122, Australia. 1951 Light 15
XT 191. Ch. no. 137305.

R.O. Mullender, 13 Westview Ave., Whyte-
leafe, Surrey. 1954 Light 15 VPK 808.
Ch. no. 9/532265.



Raid 'Pré Catalan' Paris

(or I miss Guy Fawkes Night again!)

On the 5th of November we left London at the crack of dawn to catch the 9 nine o'clock ferry from Dover. We made it by about ten minutes, having been delayed by some stupid port official asking silly questions — like had we any animals in the car! (Those who went to the Jaarfest will comprehend.) 'We' being Tris Woolston (rechristened Iris!), Val 'Pink-socks' Mercer, Armstrong Siddley — I mean Allan Sibley (sometimes known as Hawker) and myself (Atom Ant).

We arrived in Calais one-and-a-half hours later, well breakfasted despite a rough sea, and set off down the N.1 for 'Gay Paree', spotting our first Traction just outside Beauvais. Actually, it was a breaker (11 Normale) for 1,000 Fr, but round the back of the house was a runner for 3,000 Fr. If anyone's interested I've got the address and telephone number.

Next stop was lunch with excellent wine — too bad we were in such a hurry.

We arrived in Paris and found the hotel (very cheap and good) with half-an-hour to spare before we had to leave for the reception. The reception — for I haven't yet explained the point of this trip — was given by Citroën Paris at 'Pré Catalan' to launch the new book *La Croisière Noire Citroën* by Fabien Sabaté (reviewed elsewhere in this issue). 'Pré Catalan' was used by André Citroën in the 20s and 30s to launch his new cars. It is a fabulous place — all mirrors, marble and chandeliers, like something out of a film. We met several PR people from Citroën France and Fabien Sabaté, who autographed our copies of the book. All the guests received a free copy and we also got one for the Club. Other non-French representatives were David Conway of the Citroën Car Club and *someone* from Traction Avant Nederland (Holland).

Having consumed a vast amount of champagne we saw 'the film of the book', made in 1928 from film taken on the 'Croisière Noire' expedition, it was of amazingly good quality and very interesting.

The following day I dashed to Depanoto for TOC spares while the others wandered around Paris. I passed an amazing Traction on the motorway out of Paris, driven by an old couple. It had masses of accessories — even a sun-visor over the windscreen. Probably a one-owner-from-new-car.

Nogent-le-Rotrou was very cold and covered in snow. I arrived at Depanoto after lunch, loaded up the CX with exhausts etc. and rushed back to Paris where I collected the others. We drove up the A.1, stopping just outside Calais at the Mamouth store to load up with wine and cheese. (For future reference — it's right on the main road and is open till 8 p.m.)

We caught the ferry with about 15 minutes to spare and arrived back in London at 11.30 p.m. It was a fantastic 42-hour trip and well worth going. I hope we get invitations to future occasions of this kind.

Your roving reporter, Atom Ant. A.L.

Book Review

'La Croisière Noire Citroën'

'Le chameau est mort, la Citroën le remplace' (the camel is dead — replaced by the Citroën) — a chapter heading from this fascinating book sums up the success of the half-track Citroëns in crossing the Sahara in 1922 - 23 and then going on to travel the length and breadth of Africa from 1924 - 1925.

The 10cv vehicles were extensively modified, the half-track system being the invention of Adolphe Kégresse. In view of the amount of power that must have been absorbed by the transmission and drive and the fact that, with trailer, total weight could sometimes reach 3.8 tonnes, it is no wonder that Charles Brull, leader of one of the teams, wrote 'On ne peut s'empêcher d'être surpris en constatant qu'un moteur de 10cv de série ait pu transporter un pareil poids . . .' (One cannot help being surprised in saying that a production engine of 10cv was able to pull such a weight . . .)

The expedition had serious scientific, ethnographical and economic aspects, and a thorough photographic record was kept. It is this that has made this book possible — it consists mostly of beautifully printed sepia photographs. These are laid out so that, on the whole, the story of the expedition runs through the lower pictures on the page, and what the expedition saw above. The latter are interesting, and frequently so carefully posed as to be amusing. The narrative photographs of the expedition are also posed in some instances — a particularly evocative shot of two half-tracks under palms on the shores of the Indian Ocean for example — but also include splendid disasters such as overturnings and tracks coming off.

Socially, it is perhaps surprising how distant a little over half a century back seems. The colonial French in full tropical rig,

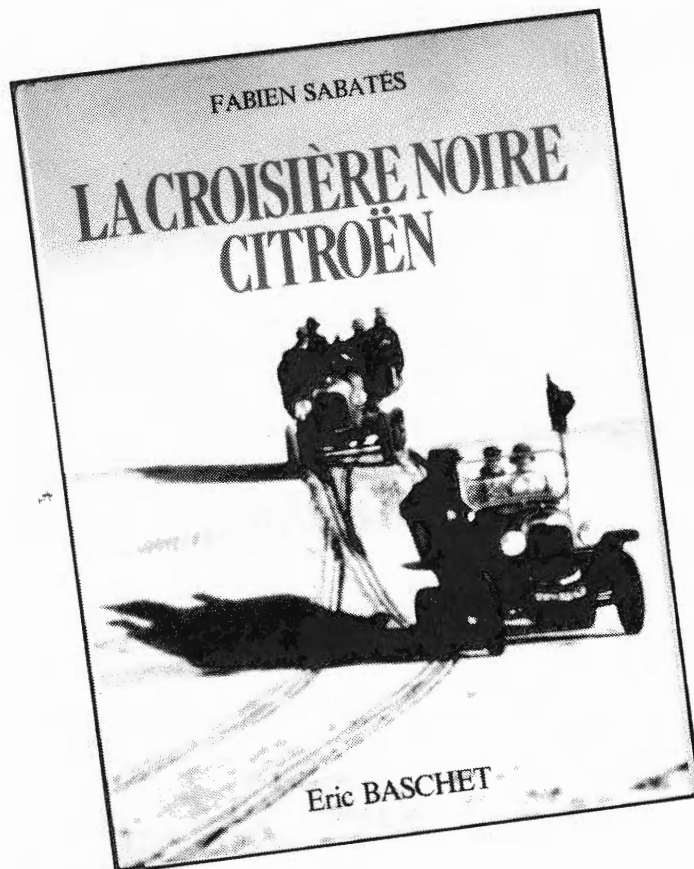
watching Africans labouring to get the half-tracks through terrible terrain, look positively nineteenth century. Their game-shooting habits too would rightly appal conservationists now. Nevertheless, the expedition was an historically important demonstration of the new-found reliability of motorised transport in adverse conditions. Nor should the hardships of the French teams be overlooked, even if they did have 'un peu de vin de qualité' with their moning meal at nine o'clock.

The format of the book is quite large, but in addition to the photographs there are some words. The Preface by Jacques Wolgensinger is in the flowery tradition of French 'fine writing' but is hardly correct in saying that André Citroën was the first person to realise the advantages of all-steel coachwork, 'floating power' front-wheel drive and automatic gears, although undoubtedly he put the first three into general circulation *together* for the first time with the Traction. As for the automatic gears — if he hadn't wasted time with this for the Traction we might have had a better conventional box now . . . The Introduction is an old account of the African project by Citroën himself, and is straightforward, although no detail is given about the vehicles, nor can any be found elsewhere in the book.

The work concludes with sections on photography, medical remarks and useful chronological tables. However, if you do not read French you will miss little, for the main value of the book lies in its photographs. Fabien Sabaté who has done much for Citroën history is to be congratulated on this enjoyable book.

N.H.

La Croisière Noire Citroën, edited by Fabien Sabaté, published by Eric Baschet 1980.



Shark Nose in England

On the 13th June this year Club member Ralph Drouin became the proud owner of a Paris built 11BL Citroën Traction Avant, Chassis No. 383533. Not just any Traction, a rare pre-war car yes, but a car that was purchased from the 1937 'Paris Salon de L'automobile'.

The first owner, a lady who lived near Paris at Tounerre, insisted that a 'Shark Nose' be fitted. In 1942 the car was requisitioned by the German Army and used as a staff car. The lady thought she had seen the last of her Traction but in 1944 a German Officer returned the car back to her in excellent condition.

In 1973 the Traction was sold to a Frenchman who did little to maintain it, from this point on the history is a bit vague, however, on the 5th October 1977 she was imported to England.

Maybe some of you might have seen this car at Beaulieu a couple of years ago.

Whilst in Ralph's hands work has been done to maintain her in good repair which includes a complete front cradle rebuilt, and rebuilt steering rack; next on the list is a complete cylinder head overhaul that will take place in the New Year.

Taxed and MoT'd Sharky was ready for a journey back home to France; we did this trip in August.

Everywhere we went there were many appreciative remarks and nods.

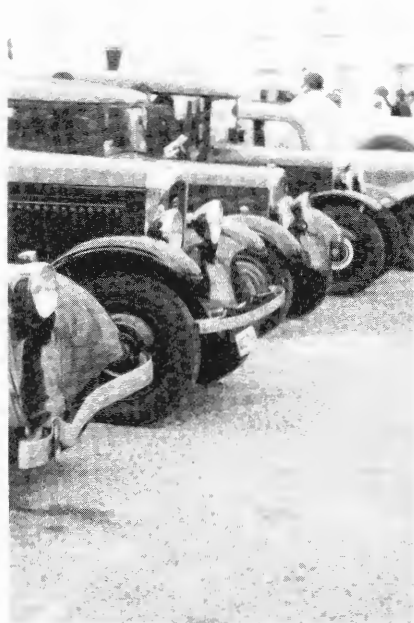
We drove to Belgium for a rally organised by the Club Belge Des Anciennes Citroën to commemorate the Belgique 150th Anniversaire de L'indépendance at Bastogne in the Ardennes, we were warmly greeted by our fellow enthusiasts. During the festivities there was a procession of cars through Bastogne, Ralph's 'Shark Nose' led the Traction as the car was the oldest present.

Let's hope we see it at our forthcoming TOC Rally which is at Thetford Forest on 26th, 27th and 28th June 1981.

A.S.



Ralph Drouin's 1937 'Shark Nose'. Photographs taken soon after purchase.



Bastogne — The car park, before the procession.

Club Roundup

— notes from the Chairman and Secretary

Those who have skipped the Editorial page probably do not realise that we actually do have a new Editor, resulting from Gordon Brice's plea in the last issue. Nick Hall has bravely stepped in; with his own words "at least until someone who is really keen turns up". We all know what that means, poor Nick! Seriously though, we are very grateful to Nick, confident that he will do a good job, and looking forward to whatever plans he has for the mag. Our thanks also to Graham for his two-and-a-half years as Editor, and the high standard we are used to. I'm sure it's not a comforting job wondering where the contents of the next issue are coming from, but Graham has always managed to produce a good one. Fortunately he will still be with us on the committee, but with more time for his enviable new possession.

Graham's wife, Tricia, has unfortunately had to resign from the committee, because of other events coinciding with meetings. Her time spent as Secretary will be well remembered, for the hard work and enthusiasm when the Club was new.

The new 16-page magazine looks like continuing, as this has been successful in trimming costs. Observant readers will notice that the print and photos are smaller so we can fit in just as much material as 20 pages. The usual criticism of the mag continues — not enough technical features. Short of serialising the workshop manual there's not much we can do about this, unless members actually write to us about their cars. There must be at least 60% of members doing a repair or rebuild of some sort, which would be of interest to other members. So how about some notes and a few clear photos, especially of those tricky problems you solved; you'll be really proud when you see it in print!

The Editorial page also sometimes carries the heading "Magazine Artwork — Allan Sibley and Tristram Woolston", which is really a very modest mention of one of the Club's most demanding jobs. After preparing the sheets of type, it has to be sliced up to suit the page and along with photos, drawings

and logos, stuck onto large boards to make the layout of the magazine, from which the printer prepares his plates. The detail and care necessary to ensure our high standard provides many hours of hard work for Allan and Tristram for each issue of F.P. I know this also gives them personal satisfaction, but it's a job all too easily taken for granted each time F.P. drops onto the doormat.

In order to spread the load a bit, and allow Allan more time organising the Social Programme, we will be sharing the artwork with Tom Evans and Clive Warner from Norfolk, and Jean-Pierre Declerq from Kent. We soon hope to have John Dodson available again, so watch out for some interesting F.P. variations from these personalities. With a conscientious printer and Roger Dickinson's drawings, we are fortunate to have such a pool of talent available to the Club.

The Club Shop will have a boost in the New Year. We soon hope to be able to offer 'Easibinders' to keep your magazines in. Each will hold three volumes and will be embossed with the Club emblem. More news on this later when we have agreed prices and quantity. Those very fine magazine covers by Roger Dickinson will be available as prints. By getting the printer to do slightly more covers than "insides" of each magazine, and not bothering to fold them, we got ourselves some prints. We have been saving these since last March, so they will soon be available as sets. Sorry they are too late for Christmas.

The next item will be just in time for the Rally season though — Display cards for your car, to give it that final touch after you have spent all morning polishing. These will have general details of the model and TOC; and spaces to write your name, address, and car's particulars. Again, details later.

The Social Programme looks like being very comprehensive this year, and is described elsewhere in the mag., to write up your diary now. We hope that at least all U.K. members will make an effort to join us at some event this year; there are many new people whom we look forward to meeting. The main rally

in June sounds especially good.

New or renewed members may have been a little upset when they received their acknowledgement to joining rather belatedly. In July we sent out reminders to all members who did not renew in April, and the response was better than we ever anticipated. Coupled with a surprisingly large number of new members, there has been a lot of work to do enrolling these people and sending out back copies of F.P. We do apologise to anyone who may have felt that we had forgotten them. As a result the Club's membership is around 290, much better than we expected since ceasing joint-membership with the CCC.

New members may also be wondering why send out Club Registers dated "July 1979". It's a major job compiling this, especially as some people are not too forthcoming with car details, so we have just not managed a new one yet. There will be one this summer though. The March magazine will have a subscription renewal form plus spaces for car details, which should make the job much easier, and be worth waiting for.

Talking of forms, we now have a new 'Club-details' sheet and application form. So, if you know any prospective members who have not been persuaded to join yet, do send for a few copies to change their mind with.

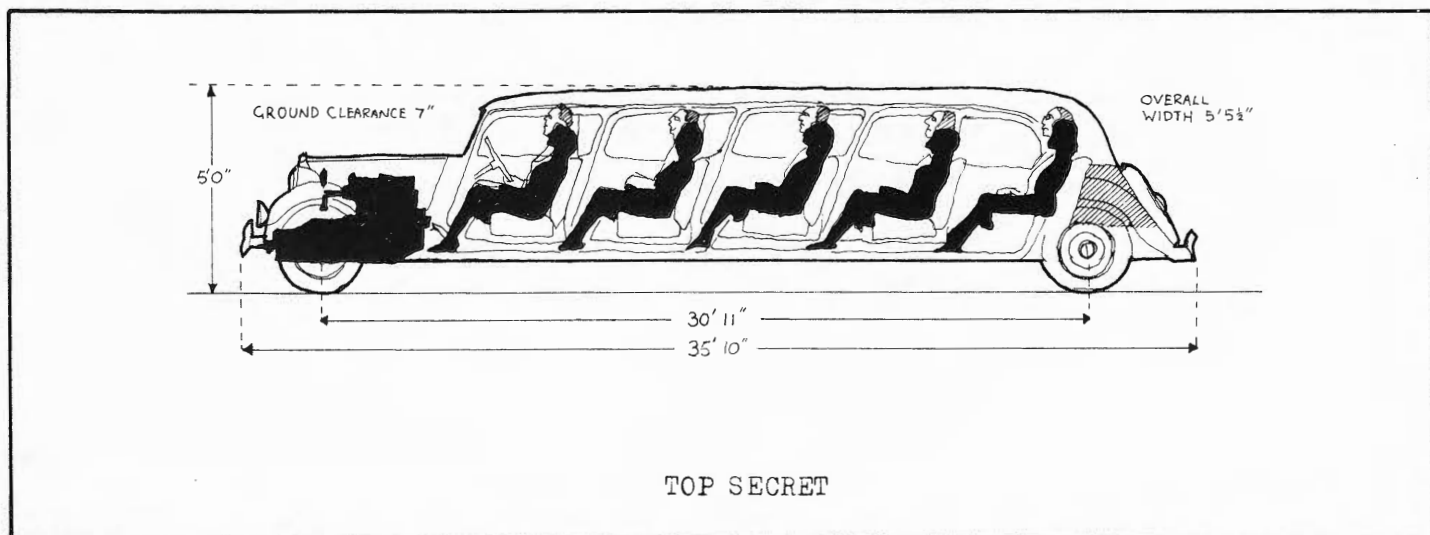
This magazine contains final details of the A.G.M., and we hope as many people as possible will make the effort to attend. It's important that you help to decide what your subscription will be next year, and what changes you want made. Apart from that it's a good night socially! If you really can't make it, a note with your views would be appreciated.

"Possession Tax" (U.K. members only) seems to be dormant for the moment, but I hope you have all done your bit by writing as we suggested. Since it's not yet law, let's look forward to an enjoyable 1981.

Best wishes from all the TOC Committee, and we look forward to meeting many more of you soon.

A.G.H.

Proposal for specially converted Citroën Light 15 in preparation for 1982 Peking to Paris race.



REGISTER OF ROADS

In 1974, under the aegis of Olivier Lemesre (Roadsters) and Olivier de Serres (Coupés or 'Faux-Cabriolets'), a world-wide survey of these types, restored or not, was begun.

This endeavour, encouraged by the good wishes of many enthusiasts, produced concrete proof of the rarity of both these types of 'Traction'. The survey, which was not undertaken under the auspices of any club or association, reached sufficiently well-supported conclusions to justify publication.

However these results are certainly not yet definitive, and owners of Citroën Traction Avant Roadsters or Coupés who have not already written are urged to write to:

Olivier Lemesre, 17 Avenue de Broqueville,
1200 Bruxelles, Belgium (Roadsters);
Olivier de Serres, Bellecour Poce sur Cisse,
37400 Amboise, France (Coupés).

Thank you in advance, and many thanks to all those who have already helped in this research.

Observations

These results could generate numerous comments, but to avoid being long-minded, we will restrict ourselves to four.

Despite all the arrangements relating to the terminology of old styles of coachwork, we have used only the terms found in pre-war Citroën catalogues — Roadsters and Faux-Cabriolets. (I have added 'Coupé' for the latter since this seems to have been the contemporary English term, although usually in the form 'fixed-head coupé'; 'Faux-Cabriolet' hardly trips off the English tongue — Ed.)

The difference in numbers between Roadsters and Coupés is remarkable and must correspond to the proportion in which they were produced.

We have not registered a single 1936 11 Normale Roadster although they did exist. Concerning the 1949 Légère, this really was assembled in that year.

Lastly the number of 15-6 Roadsters originating from 11 Normale bodies should be observed — there are thirteen. But the most curious fact we found was the mounting of 15-6 machinery in 11 Normale Coupé bodies — a model which never appeared in any catalogue, and probably never even existed as a prototype in view of the fact that production of Coupés ceased at about the time of the launching of the 15-6 towards the end of 1938. Sadly certain unscrupulous speculators have even assembled a '15-6 Coupé' from the basis of a rare 1938 15-6 and the body of an 11 coupé of 1936 and put it on sale at an exorbitant price with an assurance that it is an original unique model. This negative note is most regrettable and remains an exception on which we do not wish to dwell, and on the contrary we hope that this register will promote contacts between collectors and help them restore their cars — whose rarity and authentic value they thus may better appreciate.

O. Lemesre
O. de Serres

World-Wide Distribution of Roadsters

Espagne:	3
Belgium:	10
Nederlands:	18
Germany:	3
Sweden:	5
Norway	2
Denmark:	9
Italy:	1
Switzerland:	7
U.S.A.:	5
Africa:	1
Saigon:	3
Great Britain:	16 (Slough, of which one is a Big 15 and one made in France.
France:	240

To which may be added the following special-bodied cars:

- 1 Marchand
- 1 Roadster Marchand
- 1 Roadster Renard et Bec
- 1 Roadster Clabot 1938
- 2 Worblaufen 15-6
- 2 Langenthal 11 B
- 1 Langenthal 11BL

World-Wide Distribution of Coupés

France:	71
Great Britain:	2 (Slough) 1 (France)
New Zealand:	2 (Slough)
Sweden:	4
Belgium:	3
Netherlands:	2
Czechoslovakia:	1



Editor's Note

This article uses information available to the authors up to 15 November 1979; as you have doubtless guessed, it is translated from the French. Its mention of terminology reminds me that a fair while ago it was suggested in *Floating Power* that we use French terminology for Paris cars — e.g. 11 Légère, 11BL etc, and English for Slough cars; this seems to have caught on, but I thought it worth men-

tioning for new members. In the original text of the article above there is no consistency in referring to six-cylinder cars, which in France seems generally to be known simply as 15s or Quinzes, but to avoid confusion I have used '15-6' in my translation. There has certainly been confusion in the past — I'm sure someone I know went to look at a so-called Big 15 for sale which was in fact a Big 6!

ROADSTERS AND COUPÉS

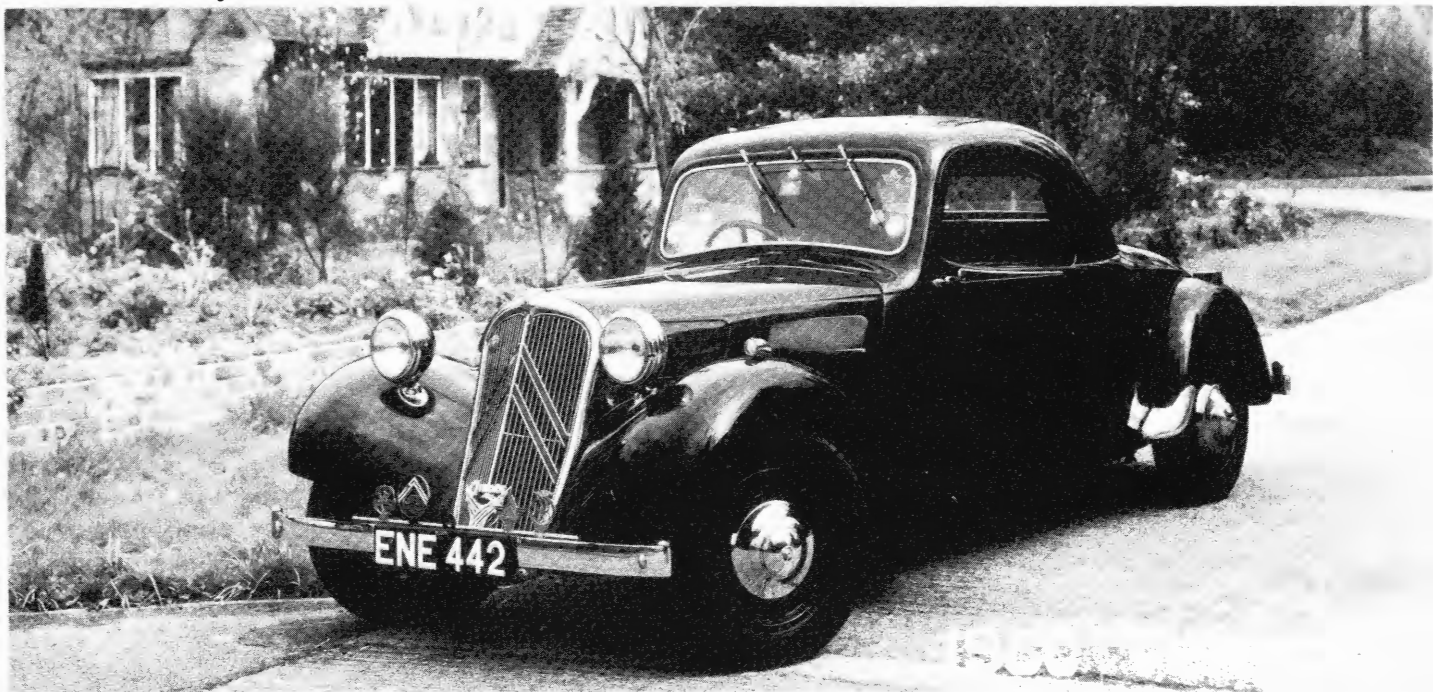
Roadsters (Cabriolets)

Year	7A	7B	7C	7S	11L	11N	15	Fitted with 15/6 Running Gear	Unidentified
34	1	11	2	5	1	2			4
35			32		3	6			3
36			15		5				3
37			15		27	15		2	3
38			7		34	12	1	1	5
39			1		37	16	1	10	6
40					2	1			
46							1?		
49					1				
Unidentified:									32
Total:	1	11	72	5	111	52	2	13	56

Coupés (Faux-Cabriolets)

Year	7A	7B	7C	7S	11L	11N	11	Fitted with 15/6 running gear
34	1	8	5	3				
35			15		1	1		2
36			8					
37			8		5	4		2
38					6	1		
These are Slough cars					1			
Unidentified			16					
Total:	1	8	36	3	12	6		4 = 70 + 16 N.I. Total = 86

Poster available from John Gillard.



TRACTION ARRIERE

Correspondence to
Martin Lloyd

A section devoted to rear wheel drive Citroëns produced between 1919 and 1939.

Well, there seems to be very little going on in the 'Traction Arrière' part of the Club, that is, if the letters I haven't received are anything to go by.

Bernie Shaw, besides his sterling work against "Tax on possession" on behalf of the Club, and the work he is doing on his house, has managed to run the engine of his "Rosalie". I understand that this was with the aid of a well-known washing-up liquid bottle (that makes your hands as soft as your face) full of petrol, feeding the carb. I wonder what André would have thought of that! Bernie was not sure (how's that for a play on words) when the car will be completed but he is obviously keen to get to grips with it, and I am looking forward to seeing it win the concours.

The only other news is that Sidney Gilmore of Belfast has recently purchased a 1923 Type B Tower and is about to start work on it. He is interested in spares, so if anyone can help please contact me and I will forward the details to him.

Whilst on the subject of spares, you will probably realise how difficult they have become to obtain. I was wondering if you think it is worth forming a register for Traction Arrière spares. What I have in mind is not the buying of spares, as this is already done by John Gillard when club funds permit. The register would consist of names of known suppliers of spares and people who do work and can be vouched for by a member who has had work carried out by them, also any particular spares of your own that you would be prepared to part with. Any comments will be gratefully received.

Lastly insurance, regular readers may recall that this column started with an article on that subject.

As the insurance of my car has just come up for renewal, I decided to go through all the small print again, and came up with the following clause:

"Veteran and Vintage Policies" — they do cover participation in road runs, rallies and driving tests, providing they are under RAC

regulations and the RAC have issued a Permit or Waiver of Permit for the event. Similarly, these special policies allow use of the car in charity events, garden fetes, gymkhanas, horse shows and the like providing:

- 1) They are run under exactly similar "Conditions of Entry" as those used by the RAC/VCC/VSCC or:-
- 2) You have not signed any other form of indemnity.

Now, at the time of writing the Club is not a member of the RAC, but is looking into membership. So, strictly speaking, when I attend TOC rallies, my car would not be covered unless further insurance cover is taken out. Does your policy fully cover the use of your car?

Happy Tractioning, Arrière and Avant.

M.L.

Stop Press: Graham Brice has just purchased a special bodied "Rosalie". Watch this space for more details in the next issue.

Underneath the Arches

UNDERNEATH THE ARCHES

A sad start to this bi-monthly story of Traction folk is to report the destruction of Alan Hill's 11BL at the hands of the intrepid London section (principally Allan Sibley with a borrowed bolster chisel). Alan Hill unfortunately met a CX head-on just shortly after getting almost everything sorted. His loss is our gain as various club members have been able to upgrade their Tractions and the club now possesses original sill patterns from which ready-to-fit sills will hopefully shortly be available.

Several people have recently asked me about the law affecting lights etc. The following notes should help (courtesy of Riley Bulletin):

Sidights

should be equal height, white and symmetrical about the car centre line. Max. inboard 1 foot, max. height 5ft, max. 7 watts and can be incorporated in headlights.

Rear lights

equal height, red, 2" min. diameter (or equivalent area with 1" circle inscribed within) 5 watts min. Additional lights can be put in any position.

Reflectors

as rear lights except 1½" min. dia. and comply with B.S. specification. Must be square to rear of car.

Number plate lights

must be shielded from rear.



Stop lights

not required on cars before 1/1/36 except if originally fitted.

Reversing lamps

not more than 2, max. 24 watts. If manually switched must also have dashboard warning.

Swivelling spotlamps

can only be used when stationary.

Headlamps

must be same colour, either white or amber. Both must be dipped, max. height 3'6", min. height 2ft, at least 14" between reflector edges.

Aux. lights

when used without headlights must conform to headlight mounting requirements and must be mounted symmetrically and be operated

as a pair.

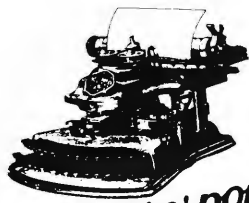
Trafficators

required if originally fitted and on all cars after 1/1/36:

a) Semaphore min. 6" arm with min. width of ¼ length. White or amber to front, red or amber to rear. Steady or flashing light. Mounted not more than 6ft behind wind-screen. Min. height 1ft 5", max. height 7ft 6" and driver must be aware of operation by light or buzzer. (Since must be readily visible presumably if can be seen in rear view mirrors this is OK?) Equal height.

b) Flashers. 15-36 watts. Symmetrical min. 3½" white or amber to front and red or amber to rear (up to 1965), flashing rate 60-120 per minute. Driver must be aware of operation. Height min. 1ft 5" max. 7ft 6", max. 16" inboard.

J.G.



Correspondence

Dear Nick,

I've often wondered why it is that so few people seem to use their cars (by that I mean Tractions) as regular transport. I always hear remarks like 'Well it really isn't a practical car for everyday driving . . .' or 'I'm worried about the driveshafts . . .' Of course everyone is an individual with their own ideas, and maybe a Traction isn't ideal for London traffic for one thing, but I would think that some people are missing out if their car is just a giant mantelpiece ornament and not a driving machine. Anyway now that the Club Shop is pretty efficient and a number of good characters are prepared to work on Tractions — so what if something does break? — An awful lot can go wrong with a car that's stored.

Perhaps some of the gleaming wonders that occasionally venture forth are not all that sound mechanically, dare I say it?

Pontius Pilote

Dear Nick,

Thought I'd just let you know that I've entered a Traction for the 'Pekin to Paris' rally commencing 10th June 1982. This will be the 75th Anniversary of the race won by Prince Borgese on a 40 hp 1907 Itala. Five cars left Pekin on 10th June 1907 — four reached Paris, the winner completing the 10,000 mile trip in 60 days. We hope to arrive in Paris on July 12th — cold bottle of champagne waiting for us. (There's got to be booze in it somewhere!)

The 1982 rally will follow a similar route to the original, with optional special stages, making the journey somewhere between 7,000 and 12,500 miles. The route passes through China, Mongolia, the Soviet Republic, Poland, East Germany, West Germany and France.

The original plan was to restrict the field to 250 starters — this has been changed, due to the amazing response, to 400 entries. I have entered an 11 Normale in the Classic Cars Class C, and I am making enquiries about sponsorship at the moment. If you, or any TOC member, know of any helpful sponsors, please let me know. The cost will be at least £6,000, not including the car or the £1,000 entry fee!

There are some amazing vehicles on the list of entries, for example: 1907 De Dion Bouton, 1913 Rolls-Royce Shadow, 1914 Silver Ghost, 1922 Bugatti and two London buses! There will be a special award for non-petrol-driven vehicles.

There is another Big 15/11 Normale on the list — I'm waiting for the organisers to let me know who it is, as it would be very useful to compare notes. If any member of the Club or anyone you know, have any ideas on preparing a Traction for this type of event I would be most grateful to hear them. My home number is 01-735 5087 and work 01-735 6079.

Your intrepid explorer,
Antonia.

Dear Allan,

Thanks for sending me the *Floating Power*, which reminds me of my adventurous tour to merry old England.

Would you be so kind enough as to send it also with my compliments to my friend who joined also the 3rd TOC rally.

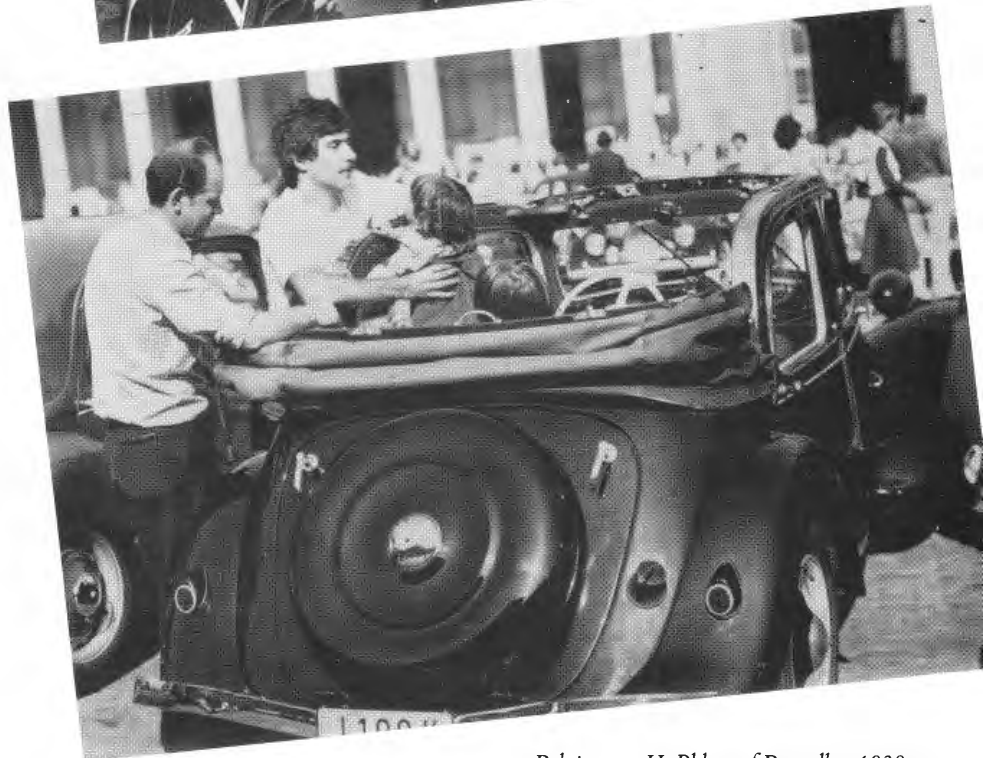
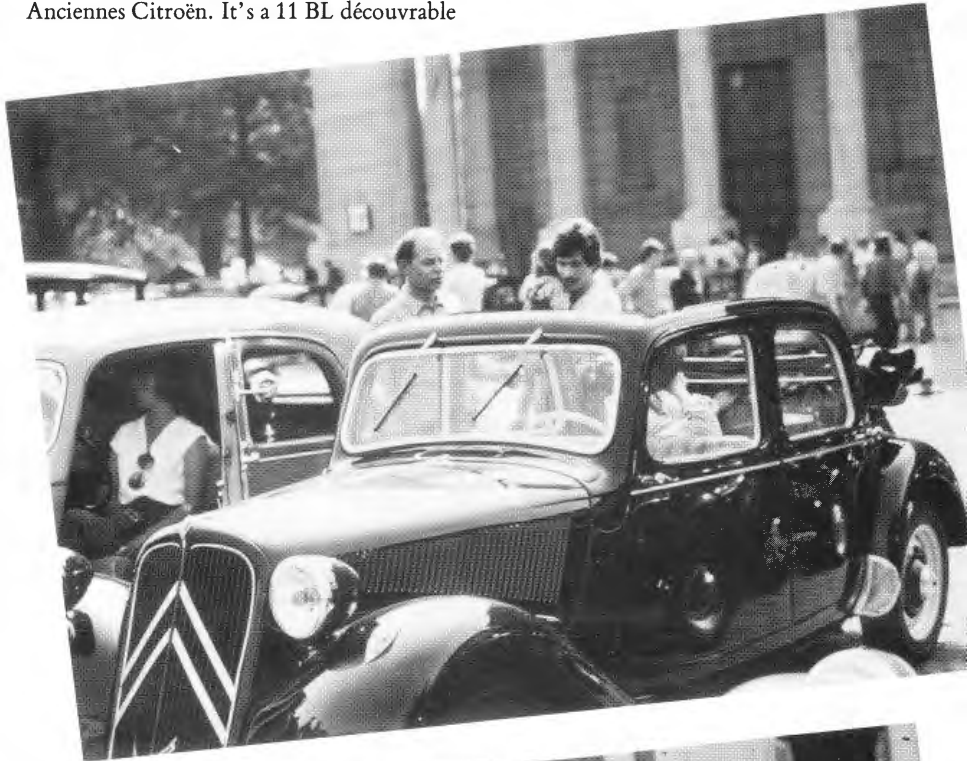
Hans Denis,
Scherendelle 17
1900 Overijssel.

You'll find also two pictures I took on the first meeting for all Belgian veteran car clubs (see photos). It shows a very rare Traction owned by someone of the Club Belge des Anciennes Citroën. It's a 11 BL découvrable

converted by a Belgian coachbuilder and I believe it is a unique specimen in Belgium. The present owner found it, painted in several terrible colours, in the carnival cortège in Aalst and had to exchange it for an unrestored Minerva six cylinder.

See you later, alligator!

Marc Roelandt
Brussels
14.11.80.



Although details of the Tractions shown in the above photographs are a little vague, Graham Sage has supplied the following information:

The Traction is known as a *Decouvrable* (full roll back top). Three companies in fact produced this type of conversion, which were:-

Belgium — H. Phlues of Bruxelles, 1930s to 1949 featured leather interior and two-tone paint, the conversion was also produced on sixes.

Switzerland — W. Bauman of Bergdorf 1937-1947 with Pilote wheels.

France — AEAT - Anciens Etablissements Ansant Teis-seire 41 Rue Ibiry Neuilly-Sur-Seine, Paris, who also offered boot conversions.

Classified

For Sale: Citroën Light 15, big boot — mobile. Restoration commenced, but stopped at an early stage by enforced house move. Offers to Brian Mason, Norwich 408159 after 6 pm. and any weekend.

For Sale: 1948 Light 15, black, Slough built. M.O.T. until May '81. Generally good condition, new tyres. Requires minor attention. £1500. Contact Nigel Wooding, tel: Chelmsford (0245) 441196.

Wanted: Light 15 Roadster in restorable condition anywhere in Europe. Willing to swap for early restored car (1930's) plus cash adjustment. Contact Mr. Johann Meyer, Citroën Traction Register, PO Box 879, Honeydew, 2032 TVI, S. Africa.

Wanted: 14 hp Rosalie 'Light 12' parts, literature and any spares bought. Particularly wanted: handbook, workshop manual, parts book, sales literature etc. Contact G. Brice, 27 Forest Hill, Tovil, Maidstone, Kent ME15 6TH, tel: Maidstone 677879.

For Sale: Traction Spares: 5 new Michelin x 165x400 tyres £125, Lucas headlights £10 ea., pair Lucas sidelights £15, new CWP for Light 12 (8x31 teeth) £75, new set of pistons and liners for Light 12 £75, new set of pistons, oversize, for Light 12 £35, new set of valves for Light 12 £25, gearbox casing £25, complete Light 15 engine with cylinder head rocker & valve gear £40, good s/h driveshafts, according to condition £10-£15 ea., steering racks £10 ea., front hubs £20 ea., cylinder head with rocker gear £20, workshop manual £15, and much more. Contact G. Brice (address & tel no. as above).

Agreed value motor insurance for Tractions (or other classic cars) arranged through the country's largest private motor insurance broker. Competitive quotations from member Stephen Fothergill, Garden Cottage, Tubbs Lane, Highclere, Newbury, Berks.

Wanted: 11D head, rocker gear, cover and air-filter — the big transverse MIOM type. Surprisingly, the filter is my most urgent requirement. Also needed — the heater fixture which fastens onto the inside of radiator.

Tools: I have the proper Citroën puller body for front hub etc., but none of the 'halves' which fit on the body! If anyone has some or knows a supplier I should be grateful to hear from them.

Nick Hall, address at front of magazine. Tel: Havant (0705) 451155 daytime or 474731 evenings.

Jack Vanhassel is having a batch of Slough Big 6 grille starter hole badges made, probable cost about \$35 U.S. Anyone interested should contact John Gillard, tel: daytime 01-928 6613.

Wanted: Old driveshafts, wishbones and pins, old clutches and brake shoes to help set up our exchange pool. We will collect. Contact J.G.

Repairs, servicing, restorations, & parts for Traction Avant from London's only specialists. Classic Restorations, Arch 124, Cornwall Road, SE1. Tel: John or Bryn 01-928 6613.

Professional Retrimming: Club member David Mills offers professional retrimming services. Prices on request: Colchester 330184.

Northern Section Pub Meetings at 8pm every first Tuesday of the month at the Shoulder of Mutton, Potternewton Lane, Leeds 7. Tel: John Howard (Leeds 683123) for directions.
Plus: Northern Section Club Shop now in operation. Contact: John Howard.

Models: Most types of Citroën available from: Model Import Company, 152 Barkham Road, Wokingham, Berks, RG11 2RP. Tel: Wokingham (0734) 783533.

Original type hub pullers: We could have a batch made at about £50 each BUT an order of at least ten is required. If you are interested, after all you can't even inspect your front brake shoes without one, contact Editor.

Wanted for filming: Citroën Taxi — Rosalie type — urgent, contact John Gillard.

Traction Avant Engineering, Leeds. Mechanical and restoration work undertaken on your Traction. Engines rebuilt, white metalling, line boring and balancing. Specialist bead blasting service for those rusty components. Twin-pot servicing and repairs. Tel: John (0532) 683123 7-8pm evenings.

Archives: At the last committee meeting it was suggested that the Club needs somebody to take charge of its mounting pile of literature, and as I have been landed with the job I will be doing my best to make order of the chaos! I would like to collect together all magazines, technical papers, reports etc. that belong to the Club (or to members who would be willing to donate any such items), so that I can catalogue and list them, and make them available to members who might wish to read them. Copies of Traction magazines from other clubs would certainly be worth collecting together as many that are sent to the TOC seem to end up in private collections rather than being available for perusal, but any items of printed matter on the subject of the Traction could go towards making a worthwhile and useful "central information bank". If you can bear to give up any part of your personal hoard for the common good, please send a large parcel to: Tristram Woolston, 62 Thornton Avenue, Chiswick, London W4.

Wiring and electrical problems with your Vintage, Thoroughbred or Classic car? If so contact Graham on Maidstone 62725 for the help you require. Tractions a speciality. Or write to Graham Sage, 13 Senacre Lane, Sutton Rd., Maidstone, Kent, ME15 8HB.

Spares/Parts from John Gillard

Cotton covered wire to original specification in most colours at 18p per foot.

Limited number of new 165x400 Michelins at £28 each.

Chromed brass castings of Light 15 grille crests £5 each, Big 15 grille starter hole cover plates £12.50 each.

For the above contact John on 01-928 6613 daytime only.

WANTED

Due to amazing work load and old faithfuls being worn out we need additional active committee members. If you are eager to help the Club grow, contact the Chairman NOW!

Tool & Manual Hire Service: Front end tools for hire from JG at Club Shop. Deposit and hire charges as follows:

	Deposit	Hire
Front hub & outer bearing puller	£25	£2.50
Top ball breaker	£10	£1.00
Bottom ball breaker	£20	£2.00
Inner bearing nut spanner	£5	£0.50

Hires are for nominal periods of 7 days, although earlier return will be appreciated. Deposits are refundable only on SAFE return; any damage to tools will be deducted from deposits. You fetch and return please. Prior booking ensures availability.

Workshop Manuals Hire Service: We have a full range of Traction Manuals for loan. Please send details of your car, together with a deposit cheque for £20, plus a separate postal order for postage of £1. Make cheque payable to the T.O.C. and the postal order uncrossed payable to G. BRICE. Please enclose a SAE for the return of your deposit. The Manuals are available from the Editor.

For Sale: 1956 11 B (Normale), black, restoration completed 1979 (see photo). Superb condition throughout, engine only 34,000 km since rebuilt. Owned by Frenchman in Anet, France. Price 21,000 Fr delivered to England, or 1,000 Fr off if collected at French port, reason for sale: - restoring 15-six contact Allan Sibley on 01-240 3616.



If members wishing to sell cars could include a photo to this size with their advert we will do our best to include it.

RALLY PROGRAMME AND EVENTS
TOC attending marked by *

***30th January**

TOC AGM 'Wellington', Waterloo Road, SE1. 7.30 pm.

***1st March**

Traction Autojumble, 11.30 am, Bring and Buy, at the Club Shop, Arch 124, Cornwall Road, London SE1. Visit 'Classic Restorations Citroën' and see the cars under various states of repair. (Please note the Club Shop will not be open on Saturday 28th Feb.)

***21st March**

The Citroën Car Club Annual Dinner and Dance/Break Away Weekend, 'Grand Hotel' Eastbourne, Sussex. Contact Mervin Gould, 24 Hawthorn Crescent, Caddington, Nr Luton, Beds, for further details.

***26th March**

Citroën Classic Car Show, Playing Fields of the Harroldian Club, Autojumble, meals — advance booking to Mervin Gould, address above.

***March**

Amsterdam to Paris to Amsterdam (Sponsored Run organised by Traction Avant Nederland in conjunction with Citroën France.) Details to follow soon.

***11th April**

VSCC meeting at Silverstone, first meeting on the VSCC calendar, meet at main gate at 12 noon.

***12th/13th/14th June**

Citroën Car Club Rally, Bilbury Suite, Salisbury Racecourse, Wiltshire. 14th is the Concours day, Autojumble etc. (Please note trophies are only awarded to Citroën Club members.)

*****26th/27th/28th June**

Traction Owners Club Rally, Thetford Forest, Norfolk. Camping, caravans to rent, hotels etc. Convoy drives, visit vineyards, wine sampling, folk dancing, folk music, barbeque, food, booze, Club Shop, Autojumble, Concours, Prizegiving etc, etc. (further details next magazine)

18th/19th July

Citroën Car Club camping and caravanning weekend, at Wally & Arlene Scrimshaw's, Hanham Lodge, Hanham Lane, Paulton, Nr Bristol, in conjunction with the 'D' Series Register.

***26th July**

TOC Treasure Hunt — Venue to be arranged.

***22nd/23rd August**

TOC Camping Weekend — possibly Windsor area — details soon.

****4th/5th/6th September**

5th International Citroën Car Club Rally and Jaarfest, Breda, Holland — details will be published when known. (Contact Allan Sibley for ferry reservation.)

***27th September**

TOC French Picnic, venue as last year, 12 noon.

***October**

Classic Car Show (TOC Stand). Cars required (please contact Allan Sibley).

***1st November**

London to Brighton Veteran Car Run. Viewing arrival of cars and lunch at Brighton — details to follow.

***29th December**

TOC Christmas Dinner.

LONDON SECTION PUB MEETINGS

Organizer: Allan Sibley,
174c St. Ann's Road, Tottenham, N15
Last Tuesday of each month from 9 p.m.

30th January

'Seven Stars', Cavey Street, WC2.

24th February

'Green Man', Putney Heath, SW15.

31st March

'Bishops Finger', West Smithfield

JAVEL

First issue: January 1981.

New magazine for Citroën enthusiasts, size 21 x 28cms, 56 pages, English/French text. 4-colour cover, inside black and white on art paper.

Contents —

General information on sporting events and Citroën clubs throughout the world. Historical and technical articles on all models from origins up to present times. Bibliography and advertisements.

28th April

'Hand in Hand', Crooked Billet, Wimbledon, SW19.

26th May

'Ye Olde Wrestlers', North Road, Highgate, N6.

30th June

'The Anchor', Bankside, Southwark.

28th July

'Cannonbury Tavern', Cannonbury Place, Islington.

25th August

'The Windmill', Windmill Drive, Clapham Common, SW4.

29th September

'George Inn', 77 Borough High Street.

27th October

'Sun Inn', Church Road, Barnes Common, SW13.

24th November

'Rosetti's', Ordnance Hill, St. John's Wood.

29th December

'Jack Straw's Castle', North End Way, Hampstead.

Subscription —

195 Fr. (11 issues per year)
19 Fr. per issue for all countries.

Available from —

JAVEL,
12, Rue Blanche,
75009 Paris,
France.
Telephone: 874-81-37
G.B. Correspondent:-
Allan Sibley,
174c St. Ann's Road,
Tottenham, London N15.

TOC
Annual General Meeting
30th January 1981, 'Wellington'
Waterloo Road, London, SE1,
7.30 p.m.



