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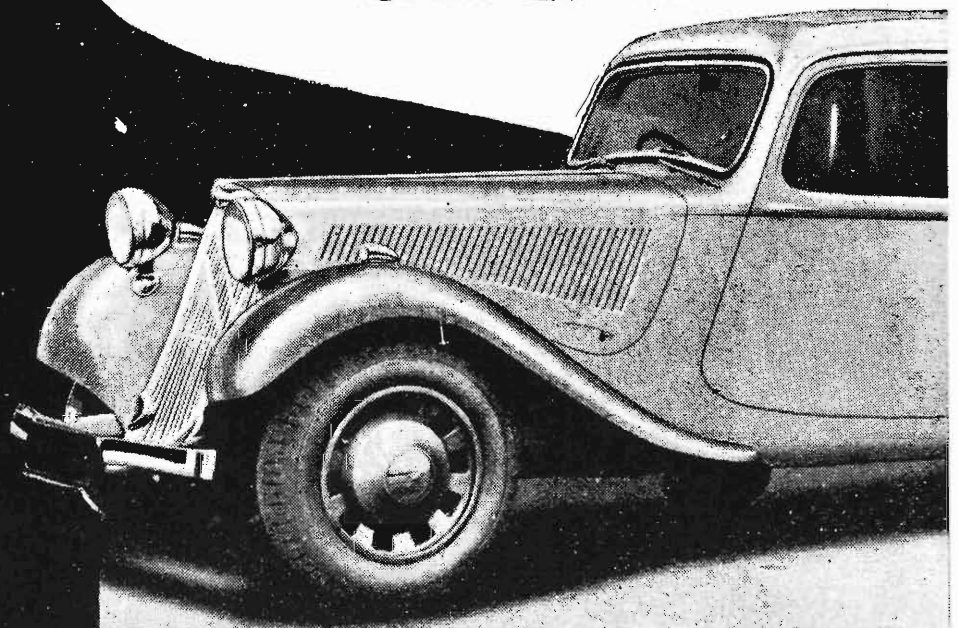
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# Floating Power

Volume Nine Number One

March, Nineteen Hundred and Eighty Four

It was good to see a well-attended AGM in January, and good to hear the lively discussion which followed the reports on your club officers. It would be a very bad sign if members had no comments, suggestions, and yes, complaints, to make. Feedback from members is essential to an active and worthwhile club.

An active club depends on some system of communication. This may take a variety of forms, from a single typed sheet newsletter to a properly produced magazine, or even a combination of these. Cost is usually a limiting factor; sometimes another is that of availability of members to do the work. The message is also a factor in defining the medium adopted – a list of events and a few advertisements could be typed and xeroxed for instance. In the case of Floating Power it would be going too far to quote Marshall McLuhan in saying 'the medium is the message,' but the adoption by the founder members of a high quality magazine format reflected the aim of producing something more than a news-sheet; something to keep. Therefore historical and technical articles, old road tests etc were, and are still, published, so that FP is worth keeping, and back issues now have collectors' value.

Unfortunately, the production of a high quality magazine is not a fast process, and FP being published every two months does mean it is not ideal as a news medium. However, club news is only part and a transitory part of the purpose of FP. The position should be improved though in 1984, and last-minute information can be inserted as a separate sheet with FP.

Carrying on the theme of a magazine to collect, this volume will contain a series of articles making up a Traction 50th Anniversary set. We are specially honoured in this first issue in having an appreciation of the Traction by Lord Montagu of Beaulieu.

NH





## PALACE HOUSE, BEAULIEU, HAMPSHIRE

### The Fiftieth Anniversary of the 'Traction Avant' Citroën

Mass-produced motorcars of the Thirties used to be dismissed, often with reason, as inferior to the Vintage products of the preceding decade. The apparent decline was due in part to the increase in weight which resulted from manufacturers imposing closed coachwork on necessarily heavier chassis. This response to popular public demand had unfortunate consequences for performance and handling. Builders of expensive cars could simply increase the engine size in an attempt to maintain performance, but for popular cars the need for economy prevented such a solution. A radical rethink was needed of the conventional layout originated by Panhard et Levassor before 1900. Was a leaf-sprung, beam axle chassis with engine at the front, driving the back wheels and surmounted by a coach-built body, really the best layout that could be devised for mass-produced cars?

One answer came from Citroën in 1934. That a radical rethink of the popular car should have taken place at Citroën in perhaps surprising – the firm had been a producer of reliable but seemingly conventional cars since 1919. Although in fact Andre Citroën had been advanced in his production methods, for example introducing from America Budd's all-steel coachwork for the B12 of 1925, no-one could have predicted that Citroën would create one of the most influential cars of the last half-century. That such a splendid driver's car as the 'Traction Avant' Citroën should owe its origin to a man who disliked driving was equally surprising.

Nevertheless credit must go to Andre Citroën for his 'new concept of motoring' and for creating a team of gifted designers to make it a reality. No doubt, the threat of bankruptcy facing Citroën – largely as a result of rebuilding his huge factory – forced the early launch of the 'Traction' in the Spring of 1934. Despite the faults affecting early cars, the new Citroën was clearly remarkable. This was not due to any single innovation, but in the combination of practical ideas to produce a beautifully unified machine – an "engineers' car" it has been called. The 'Traction' was not trying to be avant-garde, it was simply the result of trying to produce, from first principles, a closed four seater of acceptable comfort, performance and economy.

To summarise its technical features which, taken as a whole, were quite remarkable in 1934: the 'Traction' was a front-wheel-drive car with monocoque body, sprung by torsion bars, independently at the front, hydraulic brakes and propelled by an overhead valve wet-liner engine. Although front-wheel-drive was already catching on in Europe, the specification of the new Citroën was sensational. From a purely visual angle, the attractive 'Traction' body had an immediate appeal. It was also genuinely quite good aerodynamically, at a period noted for some odd attempts at streamlined coachwork.

It is understandable that the 'Traction' stayed in production until 1957; modified and improved in many respects, available in several body styles – but always instantly recognisable.

'Traction' were a welcome part of the scene when the Citroën Car Club held their rallies here at Beaulieu, and it is good to know that they are still enthusiastically maintained and driven. I am glad to be able to wish you every success for the Fiftieth Anniversary celebrations of the 'Traction Avant' launch – an anniversary well worth celebrating. I hope one day we will again have a 'Traction' in the National Motor Museum.

*Montagu of Beaulieu*

LORD MONTAGU



# THE 'TRACTION' IS LAUNCHED

By Nicholas Hall

1984 is the fiftieth anniversary of the 'Traction'. So far so good. But when exactly should we observe the feast? To anyone who has dabbled in the study of history, it can be no surprise that no really precise answer can be given. There is also, of course, the problem of definition. Was the Traction born when the prototype ran, when the 'definitive' pre-production Traction was assembled, when the Traction was first made public or when first on sale to the public? No doubt other definitions could be suggested.

The position is complicated by the fact that the Traction was launched in England as well as in its mother country. In France, the first official presentation took place on the 24th March 1934, barely a year since André Lefebvre had been taken on by Citroën to produce the Traction. No wonder, then, that on the 24th March the specially invited dealers inspected a distinctly stationary car. The presentation was a successful, if desperate, measure by Citroën to restore confidence in his firm and its finances. The Traction was more 'au point' at the next official presentation – to the press – on 18th April. Not only were the cars seen running, but three hundred and fifty of the first Tractions left the factory, each driven by a dealer to his home town.

The French press responded splendidly: "The 7cv Citroën with front wheel drive is here. It is so new, so daring, so rich in original solutions, so different to all that has gone before, that it has made an impression fully justifying the epithet: sensational." (L'Auto)

By the 3rd May, when the first car was sold, three hundred cars were being made daily. However, all was not well. Although the design merited all the praise lavished in its direction, the first cars were still under-developed. Faults could appear in most parts of the early Tractions, excepting the engine, which was generally well-behaved.

Crossing to England, the later launch here may have given sufficient time to sort out early troubles. But when was the Traction launched here? The first reference I have found in the motoring press is in 'The Autocar' for May 4th, followed by 'The Motor' on May 8th. 'The Autocar' starts rather smugly: "It has been known for some time past by those who have facilities for

following what is happening elsewhere, that the Citroën Company in France were about to introduce an entirely new type of car with front-wheel drive." Interestingly, in the fairly comprehensive article, the cylinder dimensions are referred to as "not to be announced at present, but the capacity will be about 1,300cc ..." This may be an indication that Slough had not yet received confirmation from Paris on whether the stroke would be 80mm or 100mm, as on all later engines. The bore would probably be 72mm – as it is given later in 'The Autocar' price guide on October 5th. In fact, some Slough cars were made with 80mm stroke engines, e.g. Bryn Hughes's, and 80mm stroke spares are listed in Slough parts catalogues. Another interesting part of the article mentions "A trial run ... taken on one of the new cars, a roughly assembled example, it was understood, chiefly with an idea to forming some opinion of the suspension. The speed at which this permits the car to be driven over bad roads is nothing short of astounding." This car must have been an early French one, brought over specially. The illustrations show a left-hand-drive model, with kph speedometer. It is worth noting that 'The Autocar' stated "For the time being there is no question of the car being available in England."

'The Motor' staff was obviously let loose on the car also, which resulted in their May 8th headline "A Car We Could Not Overtake". Some comments are surprisingly modern in feel: "... saving in wind resistance results from two factors: the low build (which reduces frontal area) and the flat steel floor, presenting a smooth undersurface, which obviates air eddies between the car and the road." There are plenty of later cars showing their designer's apparent ignorance of the virtues of "a smooth undersurface."

Returning to the chronology of the Traction in England, another article in 'The Autocar' – 11th May – describes the opening to the public of the Citroën works at Slough: "As a complete surprise to many people, visitors last Wednesday were shown the new front-wheel-drive Citroën ..." Over lunch it was emphasised that the new car would be "introduced here as a 1935 model ..." So all Slough Tractions made in 1934 should be 1935 models using the conventional terminology of motoring history.

Further comment on the Traction appeared in June. This article by Charles Wynn, from 'The Autocar' again, is worth quoting:

#### **"A Newcomer**

*If you read The Autocar of May 4th you will be familiar with the details of the new Citroën model, which will not be available over here for some months. But it is already a common sight on the French highways and in numerous Citroën showrooms up and down the land. Known as the 7hp Avant-Tracteur model – in England it would be rated at about 11hp – its behaviour over the roughest pavé has to be seen to be credited. It simply glides over the bumps, with its torsional suspension and big soft tyres. The body appears to remain unaffected whatever buffeting its wheels are receiving. I have a long chat with an automobile engineer in Tours about this system of springing. He considered it would reverse all pre-conceived ideas on the Continent, and he also endorsed warmly the front drive isolation from shocks.*

*I made a brief test of one of the Avant-Tracteur Citroën the other day in France. The test consisted in driving as fast as traffic permitted up a street laid with rough pavé and driving it really fast – about 45mph – over a level crossing laid in a dip; a sort of glorified cassis so to speak. The springing came through with flying colours. Although quite astonishing things were happening beneath the floor of the car, the body, and the occupants appeared to be in another world, and suffered no bumps at all. Nor was the steering affected. "What do you think of it?" I was asked.*

*"Epatant!" was all I could think of to say in reply."*

Charles Wynn

The same magazine finally makes it clear that the English Traction was to be officially launched and available to the public at the 1934 Motor Show in October: "It is now being assembled at Slough" (28th September). However, as the Traction was known about on both sides of the Channel from March/April, the choice of 27th April for our Celebration Dinner seems entirely fitting.

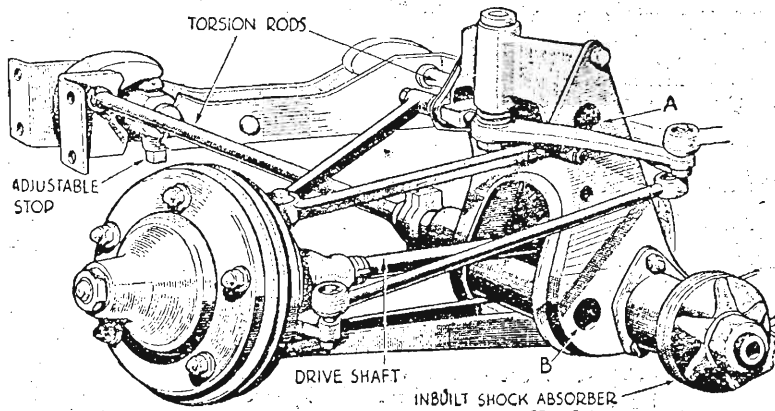
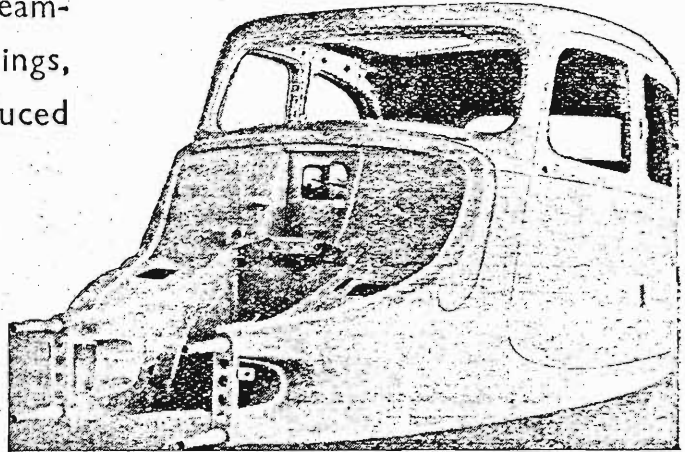
Let us conclude with a prophetic voice of 'The Motor's' columnist of 1934. In an article on "Front Drive Vogue on the Continent", he writes: "The system has, quite definitely, come to stay."

# A Car We Could Not Overturn

The New Front-drive Citroen Stream-lined Saloon: a Car Without Springs, Frame or Front Axle. Weight Reduced by Novel Construction

**B**RISTLING with novel features and yet schemed throughout for production in quantities, the new front-drive Citroën is in many ways the most interesting of the many unconventional cars produced during the past twelvemonth. The road performance is as unusual as the

(Right) Body and scuttle form a welded steel structure of great strength.



(Left) The front suspension in which torsion rods are used in place of springs. Sockets (A, B), receive the prongs shown above.

The car which we tested is fitted with an overhead-valve four-cylinder engine of 1,300 c.c. capacity. The cylinder dimensions may be changed to some extent for the English model and cannot, therefore, be stated; neither has the price of the car as yet been fixed.

The engine is built in one unit with a three-forward-speed synchromesh gearbox and bevel final drive, the latter being actually situated between the clutch and the gearbox as shown in a photograph reproduced. Short cardan shafts with special constant-velocity universal joints convey the drive outwards to the front wheels. As in current Citroën models, the unit is supported on the floating power principle, but the adoption of push-rod-operated overhead valves represents an important departure from the previous practice of this concern.

The cylinder block is fitted with four independent "wet" lines in which the bores are formed. These are held in position by the detachable head and are provided with shoulders which make watertight joints against facings formed

design; in the course of a severe trial we found it to be extraordinarily stable—it proved impossible to lift the inner wheels even when sharp bends were taken fast enough to promote outward skidding on a dry surface—and the riding comfort attained on rough roads is altogether exceptional.

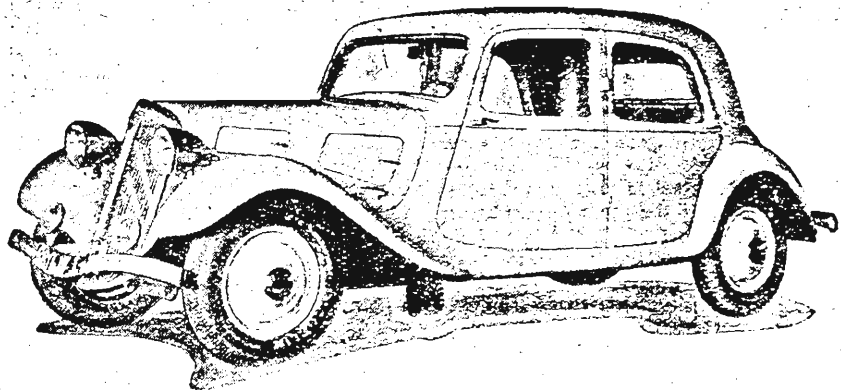
### The Novelties Summarized

Here are some of the novel features: The front wheels take the drive and are independently supported, torsion rods are used in place of road springs, the steel body, floor and scuttle form a structural unit replacing the conventional chassis frame, and the weight and wind resistance are each reduced by about 25 per cent. as compared with a conventional saloon of equal power and passenger accommodation.

This new car has created something of a sensation in Paris. It will be some months before it is put into production in England, and it will then be marketed as an addition to the existing range of rear-drive models. It is expected to appeal

particularly to sports enthusiasts in view of the exceptional road-holding capabilities to which we have referred.

Nevertheless the engine and transmission are notably quiet and the car is very easy to drive. Forward vision is excellent, the headroom is adequate and the rear seat is wide enough to seat three people. The floor is flat throughout and is so low that running boards are unnecessary.

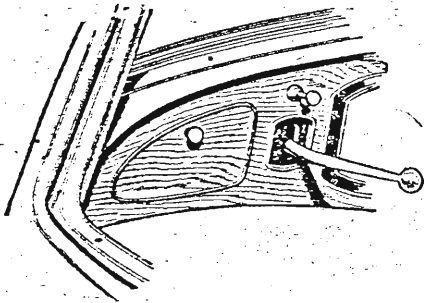


The complete four-window four-door saloon is of very low build, weighs only 18 cwt., and has a low air resistance.

A CAR WE COULD NOT OVERTURN—Contd.

in the block. The crankshaft is balanced and is carried in three bearings.

Each steering head is supported by light, but rigid, transverse radius arms of which the upper is triangulated to



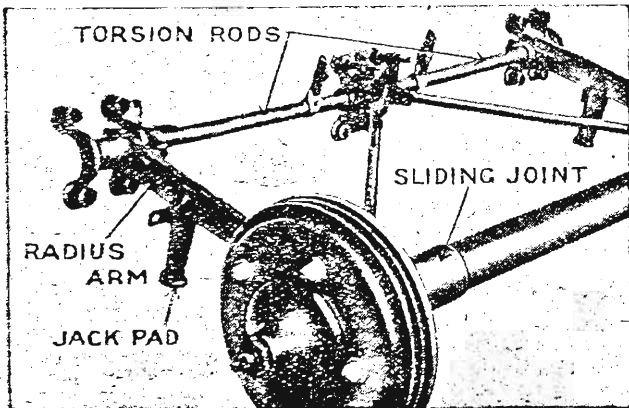
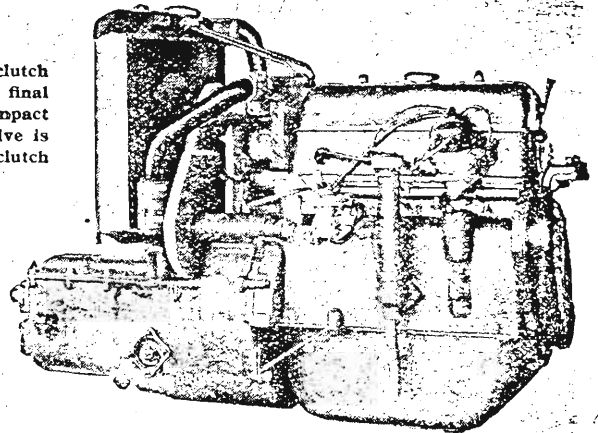
The gear lever is mounted on the facia, as shown here.

afford extra stability. Frictional shock absorbers are built on to the pivots of the lower arms. A U-shaped steel cradle of great strength carries the radius-arm bearings. This cradle is fitted to four steel tubes which, in turn, are built into the front "horns" of the combined body and scuttle structure. The whole aim of the design is

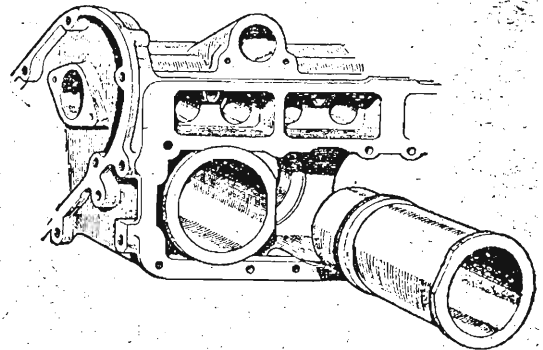
not interfere with steering control. Even when driving over an appalling road surface at 50 m.p.h. we found that the steering wheel was free from snatch and could be held with one hand.

The method of mounting the rear wheels provides a measure of independent action, although an axle is employed to prevent rolling on corners. Here, again, torsion rods are used in place of springs, but in this case they are placed transversely. Brake reactions are taken by radius arms of narrow section, which also convey wheel movements to the torsion rods. These arms can, however, twist to some extent when only one of the two rear wheels mounts an obstruction. Diagonal stays are used to increase the strength of the assembly.

(Right) The engine, clutch housing, gearbox and final drive form a single compact unit; note that the drive is placed between the clutch and the box.



(Above) The rear suspension embodies a tubular axle with sliding ends, radius arms, stays and torsion rods. (Right) The cylinder block is fitted with detachable "wet" liners.



to afford exceptional rigidity: a most desirable feature when the front wheels of a car are independently mounted.

A rearward projection, or boss, on each of the lower radius arms is connected by a dog coupling to a torsion rod which is placed longitudinally alongside the engine. These rods carry the weight of the car and twist when the front wheels rise or fall. The resilience of the steel in torsion is thereby used in place of the more conventional types of road spring.

The rear ends of the torsion rods are prevented from turning by levers which react against adjustable stops; the adjustment enables the front end of the car to be set up to the correct level when assembled.

The "geometry" of the steering gear has been most carefully worked out so that front-wheel movements do

The track of the rear wheels is permitted to vary to a slight extent in order to make allowance for the wheel movement which occurs when the axle is tilted. Each rear hub is mounted on a short tube fitted, in turn, to the main axle tube; a slight telescopic motion is thereby permitted.

Thanks to the arrangement of the gearbox ahead of the final drive, the power unit is placed about 12 ins. farther forward than is usual in front-drive cars. Consequently the weight on the front wheels is adequate for driving adhesion under all conditions, a point which has been thoroughly verified by tests in snow.

Another advantage of the forward engine location is that the bulk of the body can also be moved ahead of the normal position, so bringing the rear-seat in front of the back axle.

Thanks to the adoption of the front-drive principle the propeller shaft is eliminated, so enabling the designers to produce an exceedingly low-built car with a flat floor and ample headroom. The saloon body is of the four-window type and is fitted with four doors swung from central pillars. The tail, which is of semi-streamlined form, carries the spare wheel and provides space for suitcases.

The front compartment is entirely clear of obstruction as the gear lever is mounted on the facia and a pull-out hand brake is placed within the scuttle. The Lockheed hydraulic braking system is employed, operated by pedal, the hand control being connected through an independent mechanical linkage.

The floor and scuttle are built of steel pressings to form a tray, or shell to which the front and rear radius arms and torsion rods are connected in the fashion already described. This light and rigid steel structure replaces the conventional frame and to it is welded the steel saloon body. The complete car weighs only 18 cwt., as compared with 24 cwt. for an equivalent Citroën rear-drive saloon.

An equally important saving in wind resistance results from two factors: the low build (which reduces the frontal area) and the flat steel floor, presenting a smooth undersurface, which obviates air eddies between the car and the road.

To sum up, this interesting car represents a courageous attack upon current automobile problems, and the ingenuity and ability shown by its builders are worthy of the highest praise.



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TRACTION SPECIALISTS

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# HEDDINGTON COACHWORKS

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**A special series in FP for the 50th Anniversary celebrations starts in this issue. We shall look at the various firms and individuals who perform a vital service in keeping Tractions on the road, especially since 'over-the-counter' spares are now practically non-existent, and bodyshells show increasing signs of decay.**

**Rusting of the structural elements of the Traction body being such a common problem and not easy to remedy properly, our first specialist, appropriately, deals with all bodywork requirements. However, there is no particular significance in the order in which the various specialists will feature.**

Set back from a quiet road running through the small village of Heddington in Wiltshire, stands a substantial workshop, formerly the local bus depot. Its present purpose is indicated unmistakably by the line of Tractions on the forecourt, some resplendent after restoration, while others clearly await their turn. A touch of elegance can be seen above the huge sliding doors on the facade of the plain and starkly functional former bus garage – the Heddington Coachworks sign, beautifully sign-written in Roman letters.

Before looking at what goes on inside, let us meet the proprietor, Andrew Fenwick. Andrew explained that the seeds of his interest in Tractions were sown about ten years ago, when on holiday in Paris. There, by chance, he saw a Traction parked in a side street off Montmartre with an 'A Vendre' sign in the window, and thought "wouldn't it be nice . . ." However, it was several years before Andrew could pursue the idea of buying a Traction. Like a fair number of English buyers of Tractions, Andrew bought his in France:

he went well prepared taking a trailer in tow to look for a suitable car. This turned out to be a big boot Normale which Andrew found lurking in Epernay. Having set about restoration, the need for both spares and information soon led him to John Gillard and the Traction Owners' Club. After the experience of restoring his own car, and working on TOC members' cars, Andrew, with his previous training in the motor trade, decided to set up his own business. That was about four years ago; starting in temporary premises the concern



has gradually expanded to its present well-equipped building. The main area of interest is Tractions, but other interesting cars are worked on. A Porsche 911 has recently been completely repanelled and an E type roadster awaits full restoration.

Looking now at the workshop, one might start at the back, because there, in a separate extension, is the sand-blasting bay. This is the single most important process, because it does not matter how well you try, sand-blasting is the only way to remove rust successfully. It also has the added bonus of showing where the metal has gone thin and also removes those layers of doubtful paint that have accumulated over the years. The body is blasted, including underneath, and rear subframes and brake hubs come up looking like new.

The body, all the panels and other parts that have been blasted are then given a good coat of primer immediately to prevent flash rust, before any panel making and welding takes place. Then out comes the gas torch. Defective sills are cut off together with floor pans and boot floors, indeed any area that is suspect.

Now comes the reconstruction like a giant jigsaw puzzle.

Hand manufactured panels, that Andrew's team make and fit, include complete sills, floor pans, under floor stringers, front wing ends, rear skirts, in fact virtually any panel or part panel that is necessary to put new metal where before only perforations from corrosion existed.

After all the panel work is completed and doors etc. checked for fit, the wings and doors come off again as all panels are prepared and painted off the car. The average paint job takes about 100 hours. Primer is meticulously flatted before colour coats are applied in the heated spray booth.

Like the big manufacturers, Andrew finds the odd speck of dust or – in the summer – a kamakazi fly has found its way into the last coat and every panel is



The main workshop with newly sprayed Traction. Spray booth on left.

laboriously rubbed down with very fine wet and dry (1200 grade) before everything is polished to a Rolls Royce standard.

Now the second most important process, the rustproofing, takes place. The cars are put on the ramp and using professional equipment, underside surfaces are given a lavish coat of 'Protectol' heavy wax 'gold' with particular attention paid to wing lips and any other difficult to get at areas. Inside box sections and double skins and inside doors get a good dose of 'Protectol' waxoil to ensure the investment is protected from any future rusting.

The owner can take delivery of the car with the doors hung and wings only loosely fitted and then assemble it at ease in his own garage. Of course some cars are reassembled completely, as desired.

Andrew has a transporter and trailer, so collection and delivery of cars is easily arranged – it's quite a site to see Andrew

arriving at Classic Restorations with two cars on board. More than twenty Tractions have now passed through Andrew's workshop – it is good to know that there is someone who understands the particular problems of the ageing Traction monocoque and can offer a thorough repair, not just a cover-up job.

A. Fenwick,  
Heddington Coachworks,  
Heddington,  
Chippenham,  
Wiltshire.

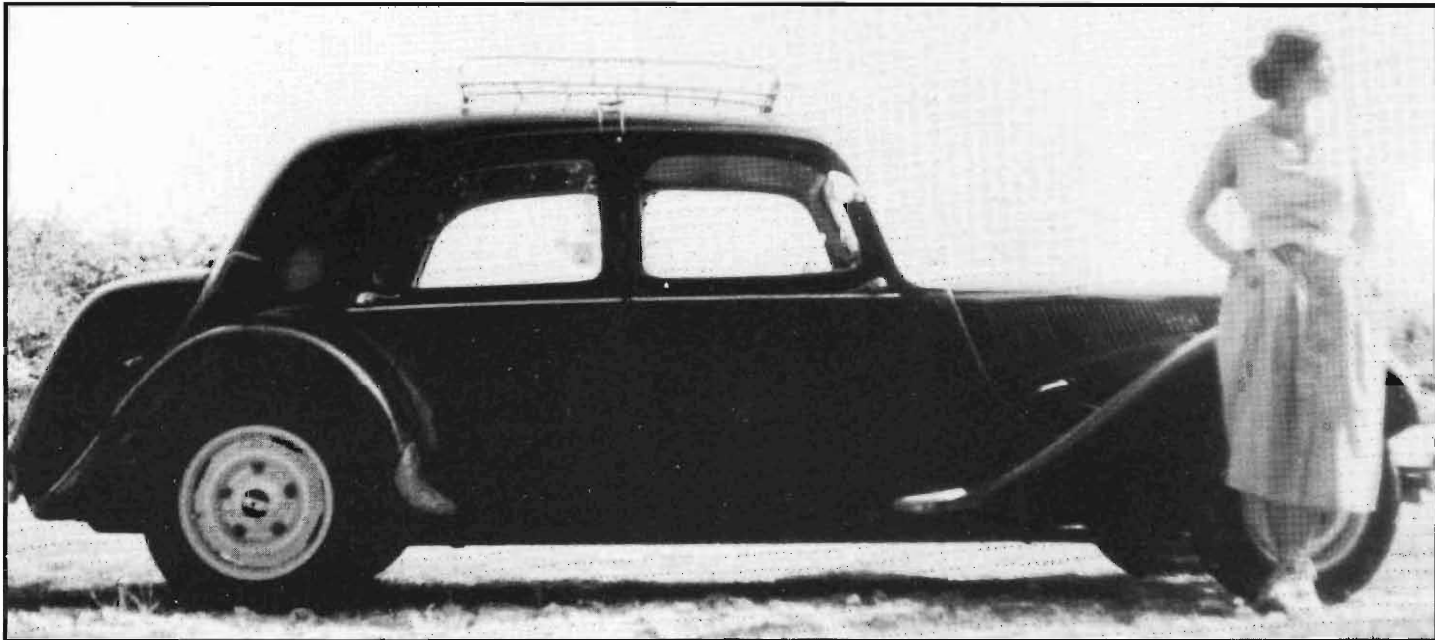
Telephone Devizes (0380) 850198.

*Whilst the specialists in this series are known to work to the highest standards, neither the TOC nor the officers and members thereof accept any liability whatsoever for any offered or performed by any such specialists.*



# To ROCAMADOUR in October

by Nicholas Hall



Hardly having time to indulge ourselves in the gentle warmth of the Southern French October sun, we turned, at the end of the previous instalment in FP, Northwards. Yet our journey away from the South was not entirely an abandonment of all that was pleasant; although I prefer rural France to the cities, a visit to Paris, rather than the all too frequent frantic drive to the ferry port, could not be lightly dismissed.

We stayed one night en route for Paris. At the remarkably deserted camping site, the only sign of life was the man who turned up in the morning to collect the money. He was impressed by the Traction, and asked if it was difficult to keep running. I explained that I was always on the look-out for spares, so he directed me to a nearby farm. It turned out that the farmer – who was out, but I spoke with his wife – was not selling anything, but I was shown an immaculate Six tucked away under cover along with a B14 (I think). A somewhat rough small-boot car looked neglected outside. I was told that the farmer's brother ran a breakers' yard, so off we went in hope. It turned out to be a long way off, and worse, useless. I saw a fair rear wing (for a big boot car, wrongly described by the *casneur* as for a small boot car) for which 200F was asked, and that was about it.

Time was pressing, so we drove on with all speed, making our next stop at Chauvigny. Here, as well as a fine abbey, you can see two castles and another fortified site all on the same ancient hill top.



Another halt was called at Châtelleraut, another fine town, formerly having a large military arms factory, part of which is now a motor museum. Unfortunately, we could not visit it this time (it is well worth a visit – I have been before). By way of compensation we were treated to the stirring sight of old cars actually being driven – a local rally was in progress. It was not going our way so we pressed on for Paris, with another stop to re-provision at Montrichard on the Cher.

The rest of the journey was uneventful, except for being overtaken by a Normale travelling quite fast, which we nevertheless later overhauled. The Normale seemed to be smoking rather and it made no further appearance as we cruised on at 60mph plus.

In Paris we stayed with friends, ideally situated near the Louvre, and I renewed acquaintance with an English Tractionist who has lived in France so long he has a slight French accent. His tales of cheap Tractions a few years ago were very frustrating.

Our return to England was something of a marathon, but certainly began in style. Setting out in the early hours and driving up almost deserted Champs Elysées and past the Arc de Triomphe in a Traction is a good start. The itinerary that day was fairly stiff through: Paris – Le Havre – Portsmouth – London (to collect our son) – Havant. The Traction stood up to it better than me. However, a few days later, being worried by an apparent leakage of water from the cylinder head gasket, just below the water pump, I lifted the head. As I expected, the gasket had started to break up at this point, but to my dismay, I also found that one exhaust valve was very badly burnt out, and two more were far from good. How the car ran as well as it did I cannot imagine. Clearly, the damage had begun long before our French trip, but I do not know what caused it. Now that everything is back together as it should be, the improvement in performance is most gratifying.

# Club news

## Technical Note

Following his article on fitting an ID19 engine and gearbox to a Traction, Roger Williams has sent me further details and drawings modifying his conversion. Unfortunately there is no room to print his letter and additional drawings at present: however, anyone who is contemplating this conversion should contact Roger or me for this information. Ed.

Roger Williams,  
37 Wood Lane,  
Beverley,  
North Humberside, HU17 8BS

## Traction Search

I write to you, in the hope that you could help me with a search concerning a car which my father owned many years ago. Being a member of the Citroën Car Club, I've always been interested in Citroëns, especially the 2cv varieties. Some weeks ago I was searching through some old family albums when I came across a rather shabby picture, which on closer inspection turned out to be Citroën Light Fifteen - I thought! Further to this I found a bill of sale, which indicated that the car was in fact a Citroën Big 6H built at Slough. Realising what I had found I tried to find out from relatives what had happened to

the car, yet none seemed to know. So I have decided to contact the Traction Owners Club, in the hope that you may be able to tell me what has happened to this car and whether by some chance, one of your members owns the car. As, if one does, I would love to meet them and actually see this wonderful car. The registration number is PXH 799.

G.R.E. Hyde,  
372 Pump Lane,  
Rainham,  
Gillingham,  
Kent ME8 7TJ.

## Display your Traction

Wherever you live, the TOC needs your car to be displayed at Citroën dealers throughout the country. This is being supported by Citroën Cars Ltd., Slough by special design displays.

Write to Steve Hedinger NOW stating what you have (the car need not be in fantastic condition), where you live, the area you will lend it in, and which periods it will be available for.

Details to:  
Steve Hedinger,  
3 St. Catherine's Court,  
190 Clarence Road,  
Windsor, Berkshire.

*Please enclose a stamped addressed envelope.*



## T.O.C. MEMBERSHIP

Membership of the TOC is open to owners and enthusiasts of pre-1957 water-cooled Citroën cars. The annual subscription is currently £14 per annum. In addition members may pay an optional, once only subscription, currently £21, to the Spares Fund, to help build up capital for purchasing Club Spares. Contributing members benefit by receiving a discount when buying Club Spares. The TOC is affiliated to the RAC and has links with other Citroën clubs, both at home and abroad.

Subscriptions are due on the 1st April each year and should be payable to the Traction Owners Club. Send to:  
The Treasurer,  
Mr. D. Shepherd,  
23 Longford Road,  
Bognor Regis,  
W. Sussex PO20 1AB.

## Traction Tip

One tip I have never seen given in the magazine is on replacing an engine and gearbox assembly. The first cardan coupling goes on easily enough but the second can be a real devil. However, if a six foot length of 4 x 2 timber is placed between the gearbox and the trunking, with a piece of 4 x 2 or 4 x 4 between it and the trunking, and a fulcrum and the engine gearbox assembly levered over by a helpmate, it will give ample clearance to couple up the other cardan. (Recommended left hand one coupled up first.) The job is completed in minutes and no sticky plasters are required providing

the assembly is held at the correct height (*trial and error*).

When removing and replacing a starter motor, the same lever may be inserted between the engine and trunking, and the engine levered over when it will be found the starter motor can be removed and replaced with a bit of juggling without removing the manifolds.

G. E. Ashcroft

*Thanks for this useful tip, referring to Light Fifteens, where you have the driveshafts and front suspension undisturbed. Let's have some more members' tips.* Ed.



# Club news

## CITROËN CAR CLUB Gala Weekend

A warm invitation to all members of the TRACTION OWNERS CLUB to attend the

### CITROËN CAR CLUB Gala Weekend

Stratford upon Avon Racecourse, Warwickshire  
8th, 9th & 10th June 1984  
Everyone welcome

#### FRIDAY 8th JUNE

12.00 Assemble at Stratford Racecourse for drive to Four Alls Inn, Welford-on-Avon for lunch  
14.30 Sightseeing afternoon in Stratford  
18.00 Return to Racecourse  
20.00/ Noggin & Natter – full Bar Facilities available at Campsite  
CAMPING SITE COSTS – £2.30 per Caravan/Tent inc. VAT per night.

#### SATURDAY 9th JUNE

10.30 Assemble at Racecourse for drive through Stratford upon Avon to Snowhill Manor, Broadway, Worcs (details available at Camp Information Centre)  
11.30 Arrive at Snowhill Manor – sightseeing of Manor and Gardens  
12.30- Picnic Lunch in Grounds of Snowhill Manor (bring your own Food & Drinks) or Snacks at nearby Snowhill Arms  
14.30 Visit Broadway, the Heart of the Cotswolds or try nearby Chipping Campden, to see a small Motor Museum  
18.00 Return to Campsite  
21.00 Barbeque party at Campsite (bring your own food) followed by Disco (adults £1.00 – children under 16 free) where full Bar Facilities will be available

#### SUNDAY 10th JUNE

10.00 Line up of Citroen Cars, Traction and other Collector's Cars  
Concours D'Elegance judging  
Autojumble, Bring and Buy  
TOC Spares Shop  
Press Photos  
12.00- Bar Facilities available  
14.00 Barbeque facilities for those wishing to cook their own food  
16.30 Concours D'Elegance prizegiving  
17.00 Close of Rally

Please note: Programme subject to change.

## Write-up Report

I am glad to be able to publish the following information, kindly supplied by the Editor of 'The Automobile':

The April issue of 'The Automobile' magazine has a five-page article by Bryn Hughes on the pre-war Citroëns.

Well illustrated with colour photographs, the article is an introduction to the

revolutionary Traction Avant models which first went into production 50 years ago this year, and describes what it's like to live with these cars today.

I'm sure members will want to make sure of getting a copy – you cannot mistake it – there is a Traction on the cover.

NH

For further Rally details contact:-  
DAVID BOYD  
Tanglewood,  
114 The Ridgeway,  
Astwood Bank,  
Redditch,  
Worcs. B96 6NA



Don't miss our 5 page feature (with colour), to celebrate 50 years of the Traction Avant Citroëns. In the April issue — due out 15th March.



# Technical Tip

A Swedish club member, Henry Sörman, has fitted a timing chain tensioner to his Trac-tion. Unfortunately the photographs in the Swedish magazine are not good enough to reproduce, but if you fancy doing this conversion, you can borrow B11-BLADET (their magazine), October 1983 from the TOC Archive. Best of luck with reading the Swedish!

Make	Outer dia. of lamp	Shape of glass	Dia. of glass	Part No. of lamp	Part No. of glass	Part No. of rim	Car typ.	Particulars
Cibie	200	Flat	190	706259	D.2021	D.2020	7	
Cibie	220	Flat	205		D.2023	D.2022	11L & 11	
Cibie	200	Domed	190		D.2027	D.2026	7 & 11L	
Cibie	200	Domed	190	706511	D.2027	D.2026	7 & 11L	Red pilot light
Cibie	220	Domed	205		D.2029	D.2028	11L & 11	
Cibie	220	Domed	205	706514	D.2029	D.2028	11L & 11	Red pilot light
Ducellier	200	Flat	190		C.2011	C.2010	7	
Ducellier	220	Flat	205		C.2013	C.2012	11L & 11	
Ducellier	200	Domed	190			C.2016	7 & 11L	1st type. Glass notched and fits on front near upper clip
Ducellier	200	Domed	190		C.2040	C.2016	7 & 11L	2nd type. Glass not notched.
Ducellier	200	Domed	190	706512	C.2040	C.2016	7 & 11L	Red pilot light.
Ducellier	220	Domed	205		C.2019	C.2018	11L & 11	1st type. Glass notched and fits on front near upper clip.
Ducellier	220	Domed	205		C.2041	C.2018	11L & 11	2nd type. Glass not notched.
Ducellier	220	Domed	205	706515	C.2041	C.2018	11L & 11	Red pilot light.
Marchal	200	Flat	190	706260	D.2031	D.2030	7	
Marchal	220	Flat	205		D.2033	D.2032	11L & 11	
Marchal	200	Domed	180		D.3000	D.3001	7 & 11L	
Marchal	200	Domed	180	706510	D.3000	D.30001	7 & 11L	Red pilot light.
Marchal	200	Domed	205		D.2037	D.2036	11L & 11	Length of lower plate for fixing rims, 13.
Marchal	220	Domed	205	706513	D.2037	D.3002	11L & 11	Red pilot light. Length of lower plate for fixing rims, 20.

# Headlight Headache

Ever wondered why every Paris car always seems to have different headlamps to the last one you saw? Well this table will not answer the question, but it does give a very useful list of what you can find fitted, with part numbers, some of which may still be current, in France at least. Good luck!

## The complete CHASSIS number identification chart

French

YEAR	TYPE	CHASSIS NO.
1934	7A (11+2)	0 - 7000
"	7S	20 000 - 21 500
"	7B	10,000 - 30,620
"	7C	50000 - 56700
"	11A LEGER	350000 - 351500
"	11A (11+15)	100 000 - 103 300
1935	7C	71400 - 80,000
"	11A L (11+15)	351 501 - 353400
"	11A	103301 - 107400
1936	7C	80331 - 93000
"	11A L (11+15)	356001 - 360000
"	11A	107401 - 116600
1937	7C	93000 - 100000 / 200001 - 4300
"	11A L	358801 - 360000
"	11 BL	360 501 - 386000
"	11A	116 601 - 118000
"	11 B	118001 - 127300
1938	7C	204301 - 210500
"	11 BL	386001 - 450000
"	11 B	127501 - 139200
"	11C (COMMERCIAL)	290 000 - 290 990
1939	7C	210 501 - 212 000
"	7C ECO.	212 001 - 218 600
"	11 BL	422 000 - 428 000
"	11 BL PERFO	428 001 - 450 000
"	11 B	139 200 - 155 350
"	11 C	291 200 - 293 500
"	15-6 G	680000 - 683000
1940-1945	NO PRODUCTION.	
1945	11 BL	456600 - 457600
1946	11 BL	457601 - 469600
"	15-6 G	682479 - 682690

1947	11 BL	469601 - 488200
"	11 B	154770 - 156600
"	15-6 G	682691 - 682729
1948	11 BL	488 201 - 508800
"	11 B	156601 - 163950
"	15-6 D	682801 - 685500
1949	11 BL	508801 - 531500
"	11 B	163951 - 177700
"	15-6 D	685501 - 691600
1950	11 BL	531501 - 556200
"	11 B	177701 - 195500
"	15-6 D	691601 - 701600
1951	11 BL	556201 - 582200
"	11 B	195501 - 212100
"	15-6 D	701601 - 713100
1952	11 BL	582201 - 612000
"	11 B	212101 - 236000
"	15-6 D	713101 - 721650
1953	11 BL	612001 - 636900
"	11 B	236001 - 270800
"	15-6 D	721651 - 723710
1954	11 BL	636901 - 652550
"	11 B	270801 - 403600
"	11 C	293563 - 295000 / 306001 - 301000
"	15-6 D	723711 - 724950
"	15-6 H	726001 - 727680
1955	11 BL	652551 -
"	11 B + LWB	403601 -

English

YEAR	TYPE	CH. NO. START
1924-5	B. 2. B.	98000
1925-6	B. 2. B. K. 4. B.	140 000
1926-7	B. 12.	160 000
1927-8	B. 14.	250 000
1928-9	B. 14. G	504 000
1929-30	C. 4.	510 000
1930	C. 4. 111.	511 000
1930-1	C. 4. F	511 500
1932	C. 4. G	512 500
1932	C. 4. MFP.	512 900
1930-1	C. 6.	550 000
1931	C. 6. F.	551 500
1932	C. 6. G.	552 400
1933	P. 35 '8A' (FR.)	800410
"	" " (BIG 12)	515 000
"	P. 34. '10A' (FR.)	250 400
"	" " (ENGLISH)	520 000
"	P. 36 '15A' (FR.)	650 400
"	" " (ENGLISH)	525 000
"	C. 6. K. 20 HP.	K 1800
"	C. 6. G. 1	175 400
"	C. 6. G. 1 20 HP.	K 1871
1934	8A1 10HP.	516101
"	10A1 14HP.	522001
"	10A1 14HP.	521101
"	15 AL1	526101
1935	7A SUPER MODERN TWELVE	100 000
"	11A 15HP	115 501
"	11 L 15HP	121 501
1936	7A1 TWELVE	101 351
"	11A1 FIFTEEN	115 651
1937	7C TWELVE	102 001
"	11C FIFTEEN	116 001
"	11CL LT. FIFTEEN	122 001
"	FN/11 MI (15HP)	123001-60
"	7MI FAMILY 15	123 301
1938	7C2 TWELVE	102 501
"	11CL2 LIGHT 15	122 201
"	11C2 FIFTEEN	116 101
1939	7C3 12 SALOON 12RSTR.	103301
"	11CL3 LT 15 + RSTR.	122551
"	11C3 BIG 15 + FAMILY	116 201
1940	7CP TWELVE STANDARD	105001
"	7CA " DE LUXE	106001
"	7CA " ROADSTER	106001
"	11CLP LT 15 STAN.	124001
"	11CLA " LUXE + RSTR.	125001
"	11CA FIFTEEN + "	116501
"	15CA SIX	118001
1941-1945	NO CARS PRODUCED.	
1946	LIGHT FIFTEEN	126001-127199
1947	" "	127200-129037
1948	" "	129038-131522
"	SIX-CYL.	118061-118057
1949	LIGHT FIFTEEN	131523-133374
"	" " L.H.D.	135001-135068
"	SIX-CYL.	118058-118292
1950	LIGHT FIFTEEN	133376-135000 / 136001-136237
"	" " L.H.D.	135069-178
"	SIX-CYL.	118293-118662
1951	LIGHT 15	136338-138908
"	" " L.H.D.	135179-135375
"	SIX-CYL.	118663-118975
"	BIG FIFTEEN	116571-116572
1952	LIGHT 15	91520001-511224
"	" " L.H.D.	135276-135310
"	SIX-CYL.	91527501-9152769
"	BIG FIFTEEN	91525001-525006
1953	LT. 15.	91530001-531598
"	" " L.H.D.	135311-135317
"	SIX-CYL.	91537501-537594
"	BIG 15.	91535001-535428
1954	LT. 15.	91531599-531569
"	SIX-CYL.	91537595-623
"	SIX "H"	91527001-2
1954	BIG 15	91535429-839
1955	LT. 15.	91550001-717
"	SIX "H"	91557501-575
"	BIG FIFTEEN	91555001-111



# CORRESPONDENCE

Dear Sir,  
I noted in Volume 8 No 4 September 1983 a letter and photograph of Louis D. Braun's 1952 Light Fifteen, and the Editor's footnote "The car must be earlier than 1952 with that small boot." I fear the Ed has dropped a clanger here. To the best of my knowledge the big boot version was not introduced as a factory job until 1954, although several firms supplied a conversion that could be bolted on to the back end - this in fact is where Citroën got the idea from. To my mind it spoils the look of the car, but of course that is only a personal view.

One of my cars is a 1952 model first registered 5th June 1952 Chassis No 520428. Engine No AG18364. She is an original, complete with small boot (Reg No RPK902). As Louis Braun's Chassis No is 589282, which is 58,854 after mine, it strikes me his could even be later than 1952 as 58,854 seems rather a lot of cars for Citroën to produce in a year.

Yours faithfully,

G. E. Ashcroft,  
Brightlingsea,  
Essex.

The 'big boot' (malle bombé) was introduced by Citroën for the 1953 model, both in France and in England. As of

course the 1953 models appeared at the previous Salon or Motor Show, the changeover from building small boot to big boot cars started sometime in the summer of 1952.

However Mr Ashcroft is right to question my caption: originally it read "... and overhead wipers." But the photograph of the front of the car would not reproduce and so my caption was simply shortened. Although somewhat misleading, I'm sure members would not have wanted to wait while a new text was typeset. No doubt if Mr Ashcroft had seen the overhead wipers he would have agreed with me. As can be seen from the boot handles and (just) the steering wheel, the car is a Paris built example. Paris built cars, strangely, kept their overhead wipers long after Slough had mounted them on the scuttle. Even so, Paris cars had scuttled mounted wipers by 1952.

Concerning the chassis numbers, I believe Slough and Paris had their own series so the suggestion that Mr Braun's car is later because the chassis number is higher does not apply. Certainly at Slough the small boot went on, at least in the dealers' showrooms, until the Autumn. Mine, registered 1st September 1952, is No 91520743 and has a small boot. Just for the record 'Toutes Les Citroëns' by René Bellu gives total Citroën car production (France only I think) for 1952 as 84,150.

# DIARY DATES

## NORTHERN SECTION MEETINGS

**1st Tuesday of each month;**  
9.00pm at the Shoulder of Mutton, Thwaites, Keighley.

**3rd Saturday of each month;**  
12.00am at the Black Swan, Thornton Road, Bradford.

For further details and directions contact:-  
John Howard,  
Telephone: Bradford 309093

## LONDON SECTION MEETINGS

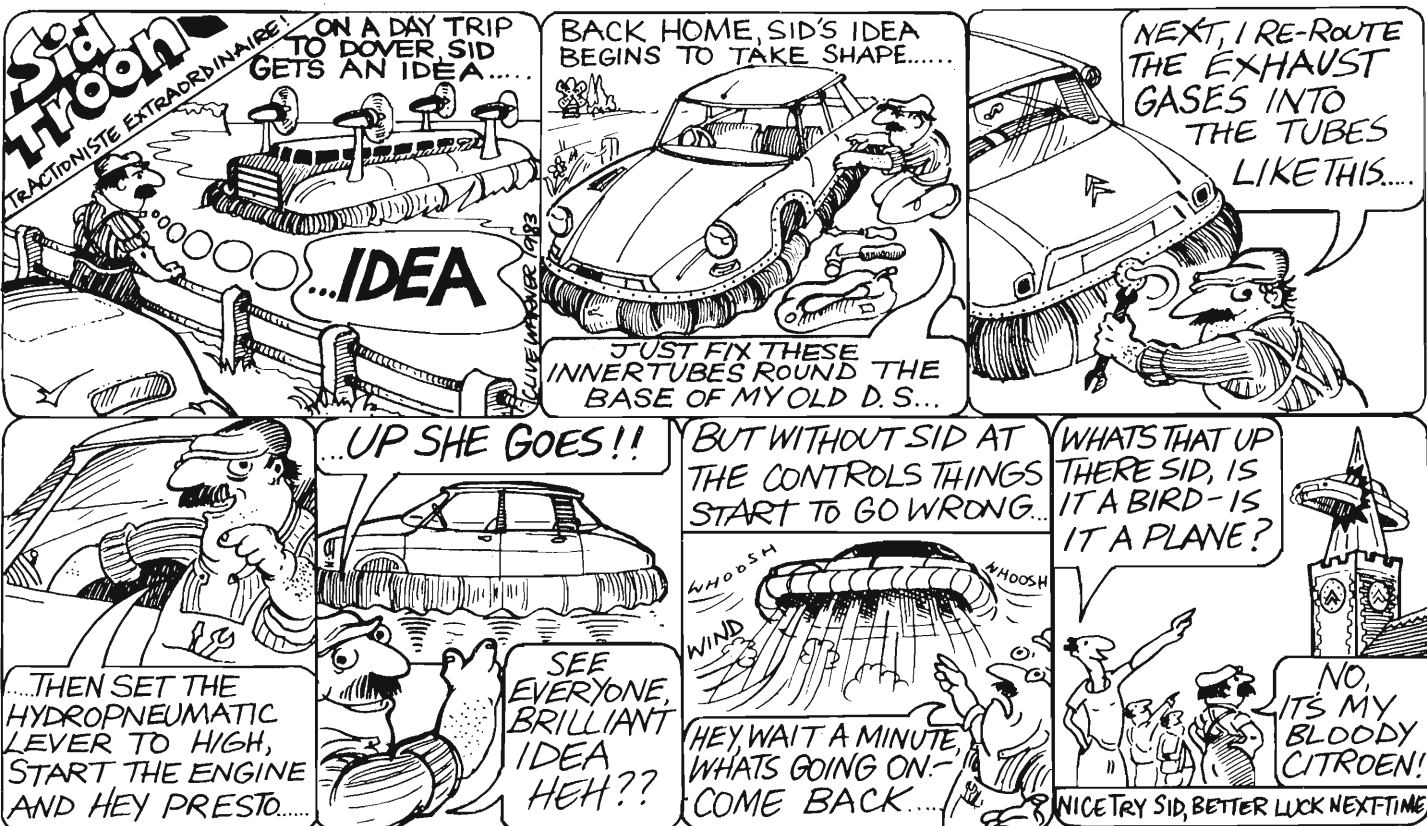
All Pub meetings start at 8pm.

**29th May** . White Hart,  
Cornwall Road,  
Waterloo SE1.

**26th June** Canonbury Tavern,  
Canonbury Place,  
Islington N1.

**31st July** Sun Inn,  
Church Road,  
Barnes Common,  
Barnes SW13.

**28th August** George Inn,  
77 Borough High Street,  
Borough SE1.



# EVENTS

## MAY

**5th, 6th and 7th May**  
**Rushden Historical Transport Society**  
**Cavalcade,**  
 Knuston Hall Park,  
 Rushden, Northants.  
*For further details telephone:*  
 Rushden (0933) 50287 evenings only.

**6th, 7th May**  
**Grand Autojumble**  
 Syon Park, Middlesex

**12th May**  
**Spring Traction Meeting, Amsterdam**  
 Meeting of all Paris-Moscow-Paris Rallists.  
 Press conference, and Escorted Traction  
 Convoy Drive around Amsterdam.  
*For further details contact:*  
 Peter Wilders,  
 Traction Avant, Nelderland,  
 Frankrijklaan 3,  
 2034 BB Haarlem,  
 Nelderland.  
 Telephone: 023 342563

**13th May**  
**7th Historic Vehicle Parade and Transport Show**  
 Dartmouth Park, West Bromwich.  
*For further details contact:*  
 Sandwell Recreation Department,  
 Hales Lane, Smethwick,  
 Warley, West Midlands.  
 Telephone: (021) 588 5611

**13th May**  
**5th Rallye de Tour de Brussel-Bruxelles**  
*For further details contact:*  
 Club Belgie Des Anciennes Citroën,  
 Welriekendreef 1-1900 Overijse, Belgium.  
 Telephone: 02 657 01 43

**19th and 20th May**  
**Staverton Steam and Vintage Fare**  
 Staverton Airport, Gloucestershire.  
 Free Camping, TOC and Citroën display.  
*For further details contact:*  
 Ray Newell,  
 43 Chatsworth Avenue,  
 Tuffley,  
 Gloucestershire.  
 Telephone: 0452 413404

**25th, 26th and 27th May**  
**Motor 100, A Century of World Motoring**  
 Silverstone Circuit, Silverstone,  
 Near Towcester, Northamptonshire.  
*For further details:*  
 Telephone: 0327 857271

**26th, 27th and 28th May**  
**Enfield Pageant of Motoring**  
*For further details contact:*  
 E.D.V.V.T. High Bridge,  
 Chadwell Rise,  
 Ware, Herts.  
 Telephone: 0920 68585

**27th May**  
**2nd Randonnée d'Ostende rondit**  
*For further details contact:*  
 Club Belgie Des Anciennes Citroën  
 Welriekendreef 1-1900 Overijse, Belgium.  
 Telephone: 02 657 01 43

# CLASSIFIED

**For Sale:** Front wheel outer bearings (with groove) to fit Light 12/15 and Big 15.  
 Stock up whilst available.

Big Boot Roar Aprons in G.R.P. £11 each  
 Inlet 2 Exhaust Valves £24 per set  
 Prices include postage.  
 Mike Tennant,  
 49 Hollywell Road,  
 Mitcheldean, Glos.

**For Sale:** Wiring Looms.  
 Classic Restorations are now able to offer cotton braiding on wiring looms. Normal PVC wire loom cost £57.50; if cotton braided £82.50.

Also available cotton covered wire with cotton braid £106.50.  
 John Gillard,  
 Arch 124, Cornwall Road, London SE1  
 Telephone: 01 928 6613

**For Sale:**  
 185x400Xs. The Dutch Car Club have persuaded Michelin to run a 1,000 batch of 185s. In order to make this possible they are seeking orders from interested parties. At this stage a firm commitment only is required; payment will be required provided sufficient interest is shown to go ahead. Price excluding tax and carriage ex Holland will be fl.310 each (approx £72). Please advise John Gillard of your requirements ASAP.

Arch 124,  
 Cornwall Road, London SE1.  
 Telephone: 01 928 6613

**For Sale:**  
 1954 Left-hand-drive Citroën Big 15, needs interior re-trim, otherwise very good; 1950 Right-hand-drive Light 15, complete but engine not fitted; Five Light 15 gear boxes; two Light 15 engines.

Doors, wings, and all mechanical parts for two cars, some parts new, all other parts clean and in good condition. Expiry of lease forces sale. Best offer for all or part secures.  
 R. Groves,  
 Telephone: 0692 81374 & 81689 (Norfolk).

**For Sale:**  
 1956 Onze Normale, restored.  
 1955 Slough Light Fifteen, restored.  
 Also various Light Fifteens and Sixes available for restoration.  
 Andy Fenwick,  
 Telephone: Devizes (0380) 850198

**For Sale:**  
 ID19 Repair Manual £15  
 Two new 145x380/145x15 £15 each  
 Two new Michelin 135x400 X £15 each  
 One new Michelin Pilote 165x380 £15  
 One new Michelin 145x330/145x13 XN £15  
 One good second hand 5.75x15 £10  
 "Success"  
 Telephone 01 928 6613.

**Wanted:**  
 Front bench seat for 1952 Big Fifteen (or two individual seats as Big Six), prefer brown leather. Also wanted pre 1964 ID/DS gearbox.  
 Tom Evans,  
 West Cottage, Rectory Lane,  
 Mulbarton, Norwich  
 Telephone: Mulbarton (0508) 78140

**Wanted:**  
 Cradle for Light Fifteen with good silentblocs; also French petrol tank and a three spoke steering wheel.  
 Phillippe Alison,  
 Telephone: Yatley (0252) 878362.

## Tool & Manual Hire Service:

Front end tools for hire from JG at Club Shop.  
 Deposit and hire charges as follows:

	Deposit	Hire
Front hub and 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 £25 and separate postal order for £1.75 for postage. Cheque payable to the TOC, postal order payable to: Graham Brice, 46 Mayfair Avenue, Loose, Maidstone, Kent.  
 Please enclose a SAE for return of your deposit.

## CLUB SHOP PRICE LIST

### Back Nos. of Floating Power (Subject to availability)

1 copy	£2.00
2 - 9 copies	£1.50 each
10 or more	£1.25 each

### Posters

Les Tractions	£2.00
Traction Avant	£1.25

### Tee-Shirts

'Amaze Your Friends - Drive Traction Avant'  
 (white, blue, yellow or red) £2.50 each

### Metal Car Badge

blue/white - chrome finish £7.50 each

### Button Badges

2" diameter TOC logo on yellow and Floating Power emblem on white 50p each

### Enamel Brooches

1 1/2" long by 3/4" Light Fifteen (small boot pre-war).  
 Enamel with chrome finish  
 dished wheels in three colours.  
 Black (of course). Red and Green. £2.00 each  
 Set of the three colours £5.00

### Place your orders with

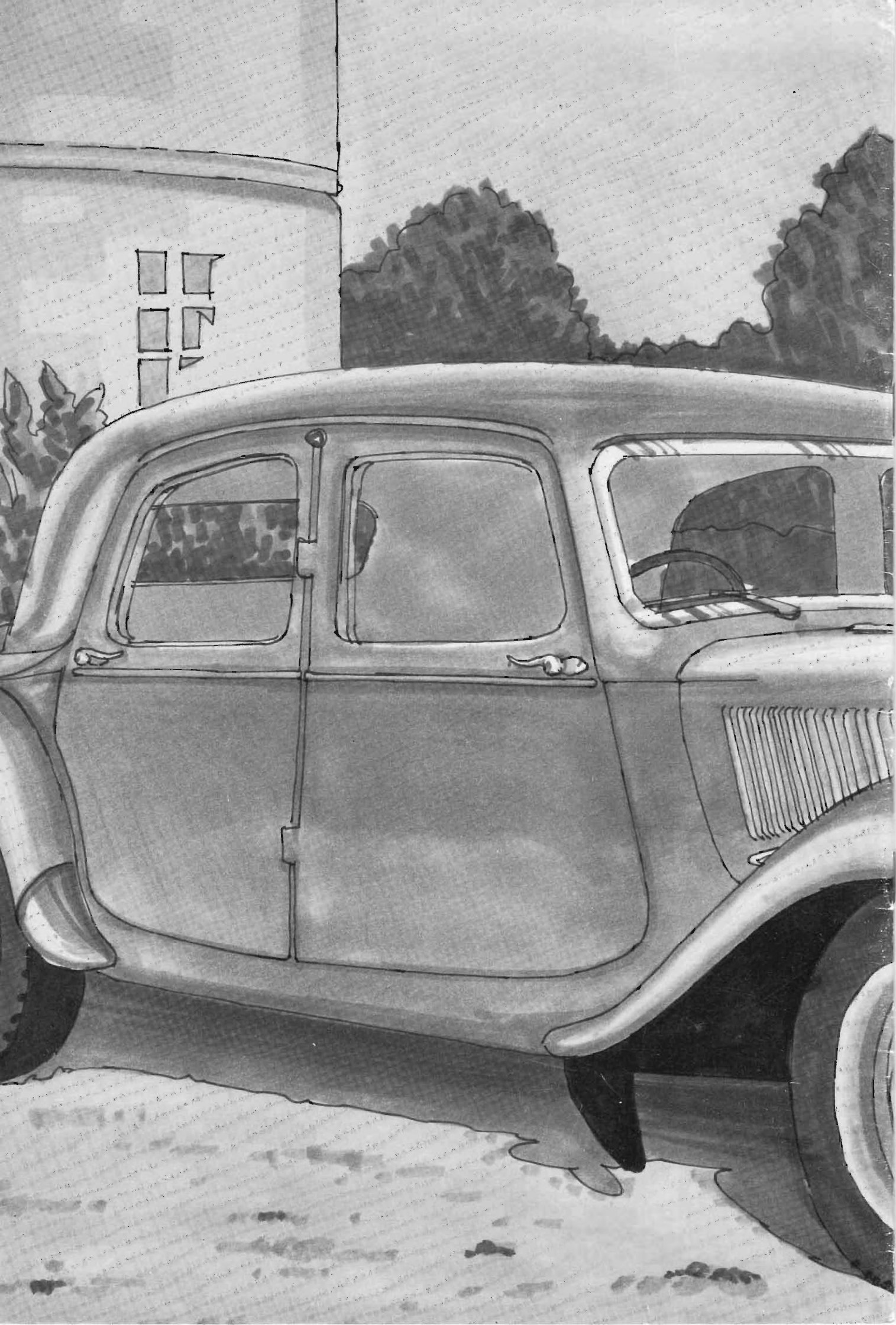
Syd Griffiths,  
 47, Ingram House, Daling Way,  
 London E3 5NL.

All prices exclude post and packing

**SPARES SCHEME:** When ordering spares please send remittance with order, using current spares list prices. Any extra will be invoiced at time of despatch of your order.

### FOREIGN MEMBERS:

Please note that an International Money Order is required with overseas orders, payable in Sterling for full amount after any bank charges have been deducted.



# AGM

## **Minutes of the 7th T.O.C. A.G.M. held at "Jack of Newbury", Binfield, on January 27th, 1984 at 8 p.m.**

The meeting was opened by the Chairman who welcomed members to the A.G.M. A vote on not smoking during the meeting was taken and carried by 12 votes for and 1 against the proposition. The minutes of the last meeting were agreed upon and signed, proposed by D. Fischer, seconded by T. Hodgekiss for acceptance.

### **Secretary's Report**

Since the last A.G.M., the secretarial duties have been split with S. Hedinger dealing with membership and K. Hayes with the remaining duties.

From 1st January, 1983 the club has had 220 renewals of membership and 52 new members, most of the latter opting to join the spares levy.

The 50th Anniversary celebrations are creating a lot of interest, many letters having been received from overseas either asking for details or wishing us luck in our plans.

J. Gillard, who has been running the spares section since the club began, has decided to stand down from that office. It is due to his hard work that the club has such a thriving spares section which has been important to the success of the club itself. Our thanks go to John for all the time and effort he has put in over the years. P. Griffiths (Syd) is taking over the spares from John.

### **Social Report**

The T.O.C. organised and attended several events last year. The first, in June, was the C.C.C. Rally at Chacombe. The 15 T.O.C. participants were warmly welcomed and thank the organisers for an enjoyable weekend.

The 6th T.O.C. Rally at Stratford-on-Avon was an extremely well organised event which was highly enjoyable and the most successful rally we have had. Hundreds of people and 49 Tractions, some from overseas, attended the rally. On behalf of all who attended, we extend warm thanks to David Boyd and his team who contributed much time and effort to the organisation and the success of the rally.

The Treasure Hunt was held in August. It was an enjoyable and successful event. Next year the Treasure Hunt will be organised by the winners - the Brice family.

Also in August was the Camping Weekend. This was not well attended due entirely to lack of information for publication in the magazine. The weekend was enjoyed by those who did attend and our thanks to Mike Wheals.

The French Picnic was organised for early September but was unfortunately cancelled at the last minute due to the lateness of the magazine. Our apologies to the Waghorns, whose grounds were to be used, and to members who would have attended.

The T.O.C. stand at the Classic Car Show, organised by Peter Simper and a few helpers, was extremely good. Our thanks to Peter for his efforts which were much appreciated. It must be said that few people were willing to help and few turned up at this event, which was an important starting point for the 50th Anniversary celebrations.

The T.O.C. were also represented at Enfield and Bromley, Classic Car Spectacular and the Dutch Jaarfeest although these events could have been better supported. Social Selections have been more active with events held by London, Northern, West Midlands and Central Southern sections. It has not been a particularly active social year due to lack of support, lateness of the magazine and lack of information.

In the coming year, the main committee will be wholly concerned with the 50th Anniversary events, particularly the I.C.C.C.R. To get a good spread of events throughout the year, local sections should organise one day events within their area, details to be given to Allan Sibley in time for the information to appear in the magazine. If this is not done the only events in 1984 will be the Celebration Dinner, I.C.C.C.R. and the Treasure Hunt.

### **Treasurer's Report**

The 1982 balance was doubled this year mostly due to sales of spares. Nearly all new members have joined the spares levy scheme. Expenditure has been kept to a minimum even though magazine costs have risen. There have not been as many renewals this year, costs will rise and so subscriptions should be reviewed in A.O.B.

The audit cost £23 + VAT and agreed with accounts. A. Bilney proposed and D. Boyd seconded that the accounts be accepted. The motion was then carried.

### **Editor's Report**

Stephen Bull who took over the production of the magazine from Tom Evans, explained that lateness of the early 1983 magazines was due to a long-standing conflict between cost, content and time schedule. To cut costs, the amount of text in the magazine had been reduced as photographs are cheaper than text. Feedback from members showed that this was unpopular so the text was increased. This caused problems with time of production. There was dissatisfaction with the typesetters. A club member offered to do the whole job and was given it after quotations had been received from him and a large number of printers. He will be printing the magazine from the beginning of the new volume (March). The problems should diminish but may not disappear altogether. If the same kind of magazine is required then it should be more nearly on time but occasional delays due to the various processes may still occur.

The Editor thanked members for the information they have provided for the magazine but made the plea that more is always needed.

Stephen Bull then explained the production side of the magazine and began by giving some ideas for future issues, these included more pages, better quality paper. The content of the magazine has already been increased by 1/3 and the feedback has been favourable. More feedback is needed.

There had been difficulties with budgeting. Technical articles take more time to produce and they require double checking. Any technical articles submitted should be as clear as possible.

There followed a lively discussion initiated by S. Saint who, although conceding that the magazine was of very good quality, thought the priorities were wrong and that informative communication was the first priority and presentation second and, therefore, a prompt news sheet would be preferable to a late glossy magazine. Members must be notified of events otherwise they cannot attend and it was suggested that a duplicated list of diary events be sent to members or as insert with magazine. Both these cost money and are not possible on a regular basis. Having four instead of six magazines a year would make notification of events impossible.

Schedules for copy and delivery date of magazine will be appearing in the



magazine and, if the magazine is late, members will be notified of reason for delay, in the magazine. If the schedule of publishing the magazine cannot be kept then the format of the magazine will be reviewed.

D. Fischer proposed a vote of thanks to the Team for the work put in on the magazine.

#### **Chairman's Report**

A vote of thanks was proposed to J. Gillard for his past work. P. Griffiths has taken over the spares but has a problem with premises, which must be in London and be large enough for access to spares – one lock-up would suffice but it could not be open like the arch and more space and power supply would be needed. The club can afford to rent the right place at the right price.

S. Hedinger is now the membership secretary (not previously a separate position) as there was too much work for one person.

The organising committee of the summer rally were again thanked. The magazine is funded solely by subscriptions and most of the money earned by the club comes from the sales of spares. Applications for 24 tickets for the Anniversary Dinner have already been received.

Thanks were given to the membership for their support and the committee for their work.

#### **Election of Officers**

No proposals of committee members having been received, D. Boyd proposed and M. Wheals seconded the motion that the present committee be re-elected as a body. The motion was carried. As no notification had been received from officers wishing to stand down, L. Turnbull proposed and S. Saint seconded the motion that the officers be re-elected. The motion was carried.

#### **Changes to Rules**

The present rules were first drawn up 6-7 years ago and have not been sent out for some time as they are out of date. Changes to the rules had been proposed at committee and amendments were discussed and voted on. The new rules will be typed out and sent to members in the future.

#### **Social Questionnaire**

The need for the questionnaire became obvious after last year's A.G.M. and the purpose of circulating all members was to find out whether the social programme met the desires of the membership. 146 were returned, 23 from overseas members. 27 were bland although 6 of these explained that the social side of the club did not interest them.

The questionnaires were analysed. Questions 2, 3, 4 and 5 were significant questions and the analysis showed that 15 members want change at events and 24 do not. Suggestions for different types of events and different venues were mainly for events to be located nearer the member's home. In response to the question asking if members would be

willing to help organise an event, 25 declined and 42 said they would although some qualified it by saying only if local. Twice as many people would attend two-monthly meetings than would monthly, 49 against 24. 70 members said they would attend joint meetings with other clubs, 17 said they would not.

In the space supplied for comments, the most common was members not knowing of other members in the area. To remove this a list of members by each area should be produced. It was also apparent that at least one national event be more centrally located in Britain. There were also requests for more to do at meetings, even un-car activities such as quizzes, films, lectures and ten pin bowling, and less emphasis on boozing. About half of those who gave a reason for not attending meetings quote business pressure. Requests were also forthcoming for special consideration of young families. Several replies asked for more notice of events coupled with a plea for better directions to events. Positive attempts should be made to include new members in the conversations.

Many replies said the member was not interested in the social side of the club having joined for technical articles in the magazine or access to spares.

#### **1984 Celebrations**

On 26th May 1982, we decided to plan events to celebrate the launch of the Traction. A sub-committee was formed and consists of members of T.O.C., C.C.C., 2CVGB and 2CV Cross Racing Club. Last year it was learned that neither Sweden or Switzerland would be able to organise the I.C.C.C.R. in 1984. As our 50th Anniversary rally was well into the planning stage, we agreed that it could easily be the next International as well. All overseas clubs were informed of our proposal and, as a result, our event is now the official I.C.C.C.R. to be held at Knebworth in August. The organisation of this event is going very well and over the next couple of months members will receive full details of costs, booking information in the magazine. An outline of the programme is as follows:

#### **Friday, 10th August.**

Driving tests, fun events, autojumble, evening entertainment and full bar facilities. The entertainment will be provided by a traditional Folk/Morris group.

#### **Saturday, 11th August.**

Driving tests, fun events, autojumble, arena parades of special and outstanding vehicles, Concours d'Elegance. In the evening, the Small Band of the National Youth Jazz Orchestra and barbeque.

#### **Sunday, 12th August.**

2CV Cross practice, arena parades of all concours finalists, prize giving and awards presentation, autojumble and 2CV Cross Racing.

The proposed museum has been abandoned as the costs were prohibitive.

The costs for advance booking are likely to be £2.50 per adult per day and £2.00 per child. This includes camping, admission to the Park, a rally pack, entrance to all events, entertainment and 2CV Cross Racing.

I.C.C.C.R.'s are expensive to set up but we have done our sums and feel we can cover our costs. It must go on record that we thank Citroen Cars Ltd. for their donation of £2,000.

As it is a monster of a job to organise, additional helpers are required, not only now, but during and after the event. Alec Binley, the sub-committee chairman will be pleased to hear from you.

#### **Celebration Dinner.**

Booking forms were in the latest magazine. Jonathan Wood, motor historian, has agreed to present and unveil the 7A Traction.

#### **Paris.**

There is no news forthcoming from France on this event and members planning on going should be prepared for dates changing or the event being cancelled.

#### **Traction displays at Citroen dealers.**

Proposal appeared in magazine regarding this and is being supported by Citroen Cars. Members wishing to lend their car should contact Steve Hedinger.

#### **Paris-Moscow-Paris.**

According to the organisers, about 150 Traction are participating in this event.

#### **A.O.B.**

Subscriptions have been £13 for 2 years. D. Shepherd suggested that they should be raised by £1. The subscriptions fund the magazine and, although the magazine costs have been reduced, the situation is uncertain and if they do increase, it would mean a substantial increase next year which would not be acceptable.

A discussion followed in which it was pointed out that this year could be an expensive one and an increase on subs could help. It was suggested that we may need extra money to ensure the magazine is on time. The opinion that members would not tolerate an increase on subs until the magazine was on time was voiced. It was pointed out that the money in the bank is from spares sales and with the change in the spares situation this is not to be relied on to continue.

R. Ward proposed that the subscriptions be raised to £14 with a review next year. P. Griffiths seconded and the motion was carried with 1 against and 2 abstentions.

D. Boyd raised the point that the club had a lot of money in the bank. D. Shepherd said that this money came mainly from spares and was for buying or manufacturing spares. B. Shaw said that as it might be necessary to buy a building to house the spares, the money may have to be used for this purpose.

P. Simper asked about a membership list by area. This will be produced at some time in the future.

The meeting was closed at 10.55 p.m.