

R.F. 68



1949
BOOK
icle.

REPUBLIQUE FRANÇAISE
Ministère des Travaux Publics
des Transports
et du Tourisme
CIRCULATION DES AUTOMOBILES
RÉCÉPISSÉ DE DÉCLARATION
DU 29 DÉCEMBRE 1949



RATES OF DUTY

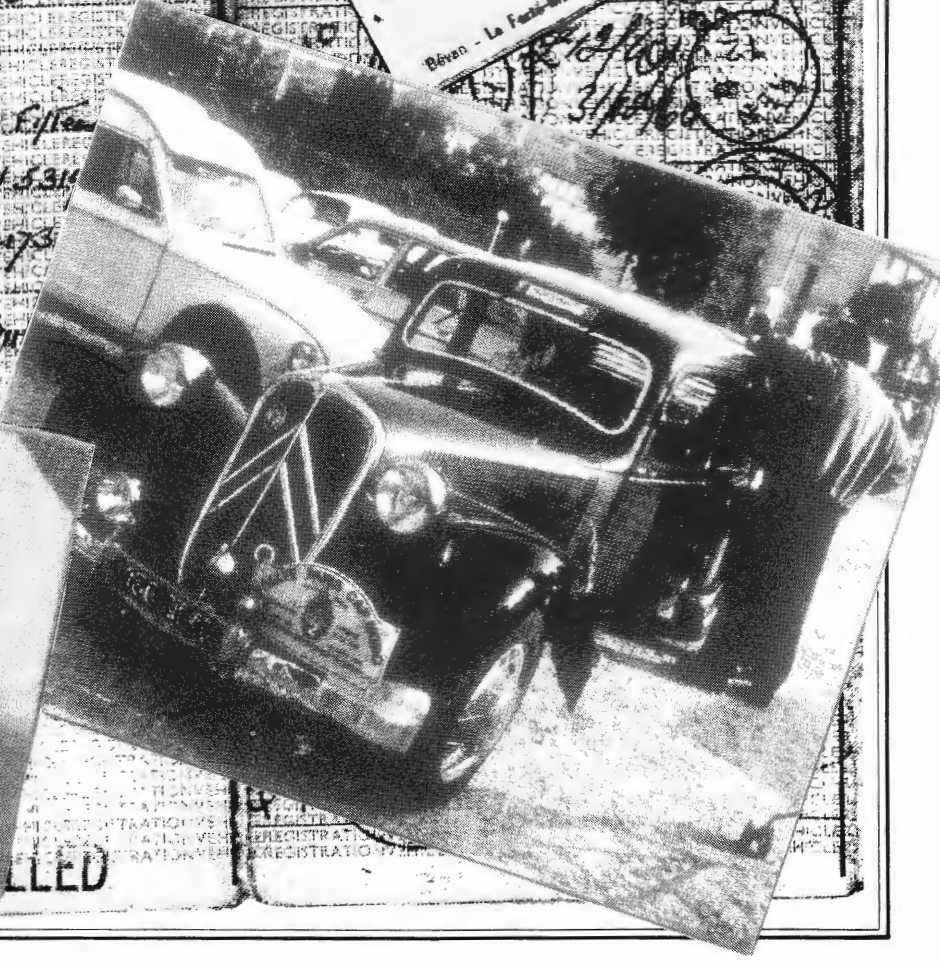
12 Months	£12:10	£5:-	£ :	£ :
4 Months	£4:12	£5:10	£ :	£ :

EXTRACT FROM
REGISTRATION PARTICULARS
Registration Mark **TKE 234**

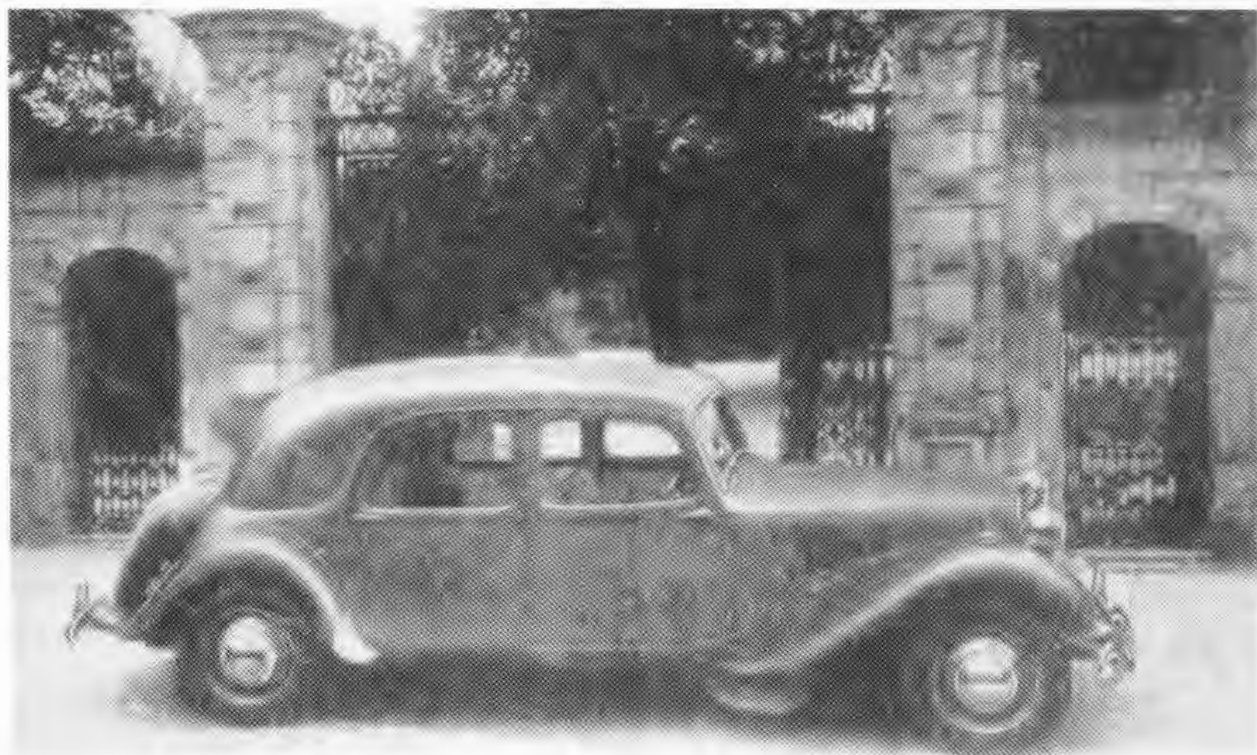
(a) Taxation Class *Private*
 (b) Make *Citroën*
 (c) Colour *Grey*
 (d) Type of Body *Saloon*
 (e) Propelled by *Petrol*
 (f) MANUFACTURER'S
 Type or Model *High Life*
 Chassis Type Letter & No./Frame No. (Cylinder) *9/534*
 Engine No. *AP-11473*
 Rating
 (g) Seating Capacity *194*

SAINT-MALO
FORT NATIONAL
Monument Historique
1/2 Tarif : 3
Admission : 3F
No 101062
Bévan - La Forêt-Macé

MEER
Madelle
02049
vid sans visiter :
Chiff. XIII, XVII sèches)
six trépaners.
Hôtel Diou (X^e étage)
Imp. Delambre - Montreuil



CROISIÈRE
des MESSAGERIES
MARITIMES
MAX
JULIEN
MADE IN ENGLAND
No. 4



Wise motorists and front-drive **CITROËN** are *fast* friends

Front-drive CITROËNS are firmly established in the affection of everyday motorists because their quicker door-to-door times are accomplished with nonchalant ease and in SAFE comfort. Smooth riding and virtually skidproof on any surface . . . safer and faster in cornering . . . the CITROËN has brought carefree motoring to millions of road-users all over the world. Extra roominess and liberal luggage space has made it a firm friend of the family, too!

"LIGHT FIFTEEN" £685 plus P.T.

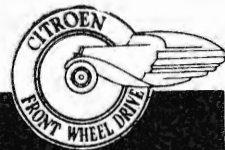
"BIG FIFTEEN" £740 plus P.T.

"SIX CYLINDER" £940 plus P.T.

Also showing for the first time in Britain
*the amazing 2.c.v. **CITROËN 4-seater***

A full 4-seater with 60 m.p.g. consumption, the 2 C.V. CITROËN is the most remarkable small car in the world. The whole design is of unorthodox simplicity, yet no essentials are missing in the specification which includes 4-speed synchromesh gearbox, 375 c.c. air cooled engine and an entirely original suspension system.

CITROËN CARS LTD., SLOUGH, BUCKS.
Telephone: 23811. Telegrams: Citroworks, Slough.



**ON
STAND
145**

Chairman
Roger Dyer,
Hill Top, Tuckey Grove,
Send Marsh,
Woking, Surrey GU23 6JG.

Treasurer
David Shepherd,
23 Longford Road,
Bognor Regis, Sussex PO21 1AB.

Social Secretary
Mike Wheals,
Silk Mill Cottage,
26 Winchester Street,
Whitchurch, Hampshire.

Membership Secretary
Steve Reed,
1 Terwick Cottage,
Rogate, Near Petersfield,
Hampshire GU31 5EG.

Club Spares
Denis Ryland,
"Woodholme", Frithwood,
Brownshill,
Stroud, Glous. GL6 8AD.

Standing Committee
Philippe Allison,
John Gillard,
Colin Gosling,
Tony Hodgekiss,
Steve Reed,
Graham Sage,
David Shepherd,
Peter Simper,
Bob Wade,
Sam Wells.

Club Shop
Steve Southgate,
11 Woodlands Avenue,
Walsall,
West Midlands WS5 3LN.

Spares Technical Adviser
Graham Sage,
13 Senacre Lane,
Sutton Road,
Maidstone, Kent ME15 8HB.

Eastern Area Contact

West Midlands Area Contact
Simon Saint,
Snigs End, Danes Green,
Clains, Worcester.

Central Southern Area Contact
Mike Wheals,
Silk Mill Cottage,
26 Winchester Street,
Whitchurch, Hampshire.

Northern Area Contact
Liz and Jim Rogers,
11 Wilmer Drive,
Heaton, Bradford BD9 4AR

Scottish Area Contact
Alan D. Hay,
Rosewall, Main Road,
North Queensferry,
Fife KY11 1HB.

Typesetting and Printing
Peter Stenner,
Bailes Fastprint,
Mill House,
Market Place,
Houghton-le-Spring.

Editor
David Gardner,
33 Austin Drive,
Banbury, Oxon OX16 7DL.

Design
Sam Wells,
91 Kneller Gardens,
Isleworth,
Middlesex TW7 7NR.

Honorary Life Members
Fred Annells
David Shepherd

ISSN 0265 0630

Floating Power

Volume 14, Number 5

January, Nineteen Hundred and Ninety

HAPPY NEW YEAR to all our readers, not an inspirational or original start but a genuine sentiment nonetheless. What have we to look forward to? Well, looking at the list of events there should be something to satisfy everyone's taste and for the real enthusiast something to do almost every month of the year. The loose leaf calendar will enable you to keep track of things and to record your local events.

I urge everyone to support these events where possible. Each one takes a great deal of effort by the organisers, all unpaid and in their free time. It is most disheartening if the efforts are not rewarded by support. I know it has been said before but it is worth reiterating. If you know of any other items worthy of inclusion in the events list please contact the Social Secretary.

Reference to the spares projects on the Club News page, it is encouraging to note that as the years pass spare parts are becoming easier to obtain. Presumably as the value of our cars gradually increases it becomes more viable to spend money on manufacturing parts to keep cars on the road in a safe condition. I know that there may be other projects in the pipeline, the more that can be sourced at 'home' the better.

However, accurate costs are required for

projects to be considered. I am sure members would soon express their dissatisfaction if Club funds were used for projects which were not totally successful.

I recently received a letter pointing out that the Eastern Area Contact moved some time ago from the address quoted, therefore apologies to those of you who have been trying to contact them. Looking through the address labels for this issue I note that their name does not appear here either. Therefore I presume they have not only moved but have also left the Club, are the two connected? If I have presumed wrong I would be pleased to be put right.

Now to the annual plea, mind you it is almost becoming bi-monthly, perhaps we need a new editor. If any members have any constructive ideas for special features I would like to hear from them. I would however, point out that I am only the editor and not the chief reporter. Suggestions such as 'this could be the subject of a good article' or 'you could write a few words about this' will not be well received.

The magazine is only as good as the contributions. We have 300+ members, so, presuming each member enjoys the magazine, and if not why not say so, why not make some contribution.

David Gardner

MEMBERS' CARS

AVANT

SERENDIPITY

by Ben & Nicky Osborne

FOR SALE
CITROEN LIGHT 15, 1952, part restored, £500
ono. Contact Rue Garage.

The advert appeared in our local paper and caught our eye and we decided to go out to the garage and have a look. At that time we had no idea of buying a car, only just to see what it was like. Neither my wife or myself had any knowledge or particular interest in restoring cars, but what we both had was a longstanding and abiding interest in anything old and decaying—and when we saw the car we knew that this fitted the bill.

I had always driven a 2CV myself, initially the imported left hand drive and more recently a newer (but not necessarily more reliable) right hand drive cars, so we had a particular love of Citroens. My wife, who had recently started to drive, was on her second A35 and the Light 15 looked as if it might be a cross between the two cars.

Rather hesitatingly we went to talk to the Garage man asking if we could have a look at the car (somewhere in the back of my mind I thought we should look at the chassis for rust and ask him further questions about the engine.

"There is a spare engine as well," we were told.

"Spare engine" we gasped looking at the pile of wheels, pistons and metal

impedimenta lying around the garage floor. We tried to look knowledgeable by fingering various bits of decaying metal without much success. We drifted back to the chassis which was much more interesting. The Garage had put the wings and lights on to make it more saleable and we were entranced by the startling, shining, silver headlights and the flowing lines of the car. We looked inside at the wooden veneer dashboard, the leather seats, everything seemed to speak out to us. It did cross my mind that the floor looked rather rusty and there were one or two holes through which grass seemed to be growing, but then I had grass growing on the floor of my 2CV.

We told the Garage man we were interested and wanted to talk about it. We went down the road to discuss it. How could we get the car home? Where would we put it? These were all problems which seemed to loom large but we were hooked and half an hour later we clinched the deal. £500 and the car delivered to the house, two engines and all.

A few days later the car was delivered. We had started to get cold feet by then. How on earth were we going to get the bodywork done? What about the engine?—still it could sit around the garage looking beautiful.

The first practical test was to get it up the slope of our house into the garage. The A35 was displaced and three strong neighbours pushed the car up the slope. They were very polite and interested but obviously thought we were completely mad. Why get another car even older than the ones we had and this one didn't even have an engine in it.

Several months passed and we began to rub down the paintwork on the wings. This, after all, seemed a job that we could do and we were dreaming of the time we would be driving the car. But what to do about the engine—two engines in fact, unfortunately in pieces scattered around the floor.

We went to talk to the local garage owner who seemed very knowledgeable about the 2CV, perhaps he would know someone who had worked on Light 15s. Yes, yes he had learnt his trade working on Light 15s. Yes, he would be interested in renovating the engine but could only do it in his free moments. The deal was struck. We would take the engine into the garage workshop but he would work on it when he had a moment, charging us for it.

The months dragged by and soon the anniversary of our purchase was coming round. Every now and then we would casually ask how he was getting on and he would either say he had been too busy to do anything or perhaps present us with a bill for the work and spare parts. Basically he was able to cannibalise most of the parts but he had to get new pistons. Two years after the purchase he excitedly showed us the fully reconditioned engine, painted brilliant green it sat on his garage floor roaring away like a monster trying to escape.

By now we were having serious doubts about whether we should be scraping off the old paint so energetically. The emery paper that we used initially seemed to take for ever and much of the paint seemed to be in reasonable condition. The car had been overpainted white but under this was the metallic blue finish which presumably was





the original car's colour. However, with the engine proceeding apace, we felt the need to be doing something, so started using a power drill and sander to scrape the paint. It was certainly effective but did seem to leave rather deep scratch marks into the metal surface!

The garage proprietor, Mr. Wills, knew someone who would weld the floor and he could arrange for the car to be taken to the workshop. A few days later we were rung up by Norman saying the job would be more expensive than he thought as the previous owner who had started to restore the car, had done a beautiful job on the sills which looked perfect but were unfortunately mainly composed of newspaper and Isopon and would not do for the MOT. We told him to go ahead and do what was needed and soon the car was ready with new sills, new floorboard and fully going engine in situ. All we needed now was a new registration and number plate and we were off. No great problem we thought, but not so, we were unaware of the regulations of the Dept. of Transport at that stage.

We had earlier sent off all the documents we had to the DVLC who said that they had no record of the car and that we would need a new registration number. We must contact the local office, fill in the forms and then they would be in touch with us. After about a month the local inspector came around to look at the car. Unfortunately there was no engine in situ so he couldn't fill in the necessary documentation but said we must get back to him at a later date. We subsequently had to fill in all the forms again and when we did contact him he was on holiday, unable to come and inspect the car

(although he had already seen it on his first abortive attempt). We could however, so we were informed, take the car to the office and have it inspected there provided it had its MOT. But no, on second thoughts it would not be possible as there was no registration number and therefore it would be illegal!

However, eventually taxed, MOT'd and

number, (I am afraid we accepted a Q registration), we proudly got into the car, children, dog and all, and set out for the weekend to visit Longleat. All we needed, we thought laughingly, was to break down in the lions' enclosure—and that is what happened, but that is another story.



MEMBERS' CARS

TUB *prepares* *to go on* **H**oliday

Going abroad?

Jim Rogers has a tale to tell...

Liz and I decided that 1989 would be the year that we took our traction over to France. We had had TUB 64, or "Tub" as she is known to her friends, since 1984 and have always wanted to take her abroad, but for one reason or another (i.e. financial) never had. However, Tub was in need of a certain amount of TLC before we could attempt such a journey (indeed, any journey come to that).

At the end of the previous year some unpleasant noises had started to come from Tub's front end. While these did not actually stop her from pulling our 4 berth Sprite Alpine back from Whitley Bay (over those delightfully level roads that traverse the North Yorkshire moors – nothing greater than a 1 in 3) it was apparent that a certain amount of surgery would be required. I had also become aware over the years that the wiring loom had lost some of its newness and so, as a person who likes to grasp the bull firmly by its horns, I decided to tackle the electrics first in the hope that the mechanical problem would go away after a long period of rest.

Thus many long hours over the winter were spent in the garage tearing the wiring out of poor Tub. Cryptic markings were put on the end of each wire – at that time their meaning was absolutely clear – and Tub was left unable to flicker a sidelight, let alone start her engine. Once I had the "loom" on a suitable table (with Liz's full permission) I was able to view that splendid network under the full power of the YEB's 240 volts. What amazed me was that Tub had been able to run at all up to this time and, given that she had been running, that she had not burst into flames! Anyway, judging by the fact that lengths of wire were almost completely devoid of insulation, the conductive elements were of varying degrees of completeness, some were of a much darker colour than original and some of the contacts looked decidedly dubious as to their conductivity, I felt that I had a reasonable explanation of the odd minor electrical quirk that had taken place over my earlier tractioning years.

Following a visit to an autojumble I built up sufficient "new" part-loom to remake a

wiring system. I dismantled the old loom, prepared suitable drawings and assembled a new system. This was put in the car (which takes a little longer than a simple phrase such as that suggests) and the battery connected up. I was most pleased (nay, gob-smacked, as they say around these parts) when the majority of the electrics functioned. A little tracing of circuits here and there and all was jolly.

A test drive was now possible. This had the unfortunate effect of confirming, once again,



Alan Rogers tests the electrics

that the need to sort out the front end was more than a minor niggle.

Rogers therefore was laid on his back again staring up at the (very greasy) underside of his beloved traction. It was fairly clear that the offside driveshaft had quite outlived its useful life, which was what I had suspected and was why the job had been put off in the first place. The reasons for this slight cowardice on my part were twofold – (1) liquidity shortages and (2) skills shortages. However, both of these problems were solved at around the same time. (1) by disposing of a much under-utilised (of late) conically bored woodwind instrument – i.e. I sold my oboe, and (2) by contacting Roger Williams.

Those of you who have been members of the TOC for some time will know Roger, in particular following the excellent meeting in Beverley last year into which Roger and his family put so much effort. Roger kindly offered to help me (sic) swap the shafts over at his premises in Beverley. I therefore purchased a new Peacock shaft, along with an inner Carden, and arranged to go over to Roger's house one Friday evening.

So it was on what must have been the wettest evening of the year I hooked a hired car trailer onto the back of my trusty CX and secured poor old Tub onto the trailer. I carefully went along the M62, being passed by huge lorries spraying gallons of water onto my "rig". Have you ever heard anyone say "Oh, it won't take you very long, you just . . ." Well, that evening started with what could be described as a bad omen when, as we progressed slowly up the motorway, the CX started to lose power. Ordinarily, pulling up on the hard shoulder would have been the sensible thing to do, only due to the roadworks there was no hard shoulder. In fact, neither was there a lane two or lane three – there was only one driving lane in which I was gradually proceeding with less and less speed. Murphy operates in many wondrous ways, and so it was that I ground to a halt within about half a mile of the end of the roadworks. So did a lot of other people!

An inspection of the underbonnet area of the CX revealed very little, as it was pitch dark, other than that an awful lot of water had been sprayed up. I therefore made my way back to the trailer, being careful to mind the coaches and lorries threading their way through the cones and into the roadworks, and climbed onto the back to look amongst the tools in Tub's boot. Yes there WAS a tin of WD40, albeit it old and undoubtedly less friendly to the ozone. Leads were wiped and copious amounts of the magic substance sprayed around. We were off again! (I hasten to add that this had never happened to the CX before or since this particular occurrence).

And so to Beverley and to Roger's house.

The CX, trailer and Tub were successfully negotiated round the narrow Beverley street, until we arrived at Roger's house – a little later than planned. After much manoeuvring and heaving it was decided that there was no way in which the trailer would get into the yard. The car was therefore unloaded from the trailer with the intention that it was driven in, but Tub had obviously just had enough. The brake on the wheel on the offending shaft became stuck in the on position, and to

add to the interest the drive through to the wheel decided to fail completely, meaning that the car had to be pushed – an 'N' point turn with a heavy car like a traction is not easy, but add a jammed brake and the challenge is much more interesting.

The car was at last in the garage. Ultimately we (meaning Roger!) had everything apart and cleaned up ready to put the new shaft in place. The intention was to use the existing nuts to fit the new shaft, as these were all readily available and were unlikely to be damaged in the removal process. The problem was that the new shaft (correctly) had all left hand threads, whereas the old shaft had all right hand threads. Much routing around Roger's workshop, and even one or two words of the four-lettered variety spoke gently under the breath, did not bring us all the required metalwork.

The next morning found Roger telephoning local tractionistst in search of the elusive nut. I thus enjoyed my first trip across the Humber Bridge as I went to visit Gerard Chapman, who kindly loaned me the part. I then enjoyed a second trip across the Humber Bridge which, incidentally, is quite impressive.

The shaft was then refitted and the car brought into functional mode – i.e. no noise! I should like once more to thank Roger Williams for all that he did to get me tractioning again – without his skill, tools and parts I would have been unable to complete the job. Thanks again Roger!

As you will have gathered by now, this is not a technical article, but I would like to warn anybody attempting a driveshaft swap to make sure that they don't start it without the

correct tools. It is quite evident, even to a non-technical person such as myself, that attempting to bodge a job of this kind could result in causing some very expensive damage to the vehicle, not to mention an unsafe car.

So, Tub was taken to our local MoT testing station and came back proudly bearing a certificate for 12 months. However, before I had the chance to calm down from the excitement of motoring in its ultimate form once more, I began to notice an unpleasant noise coming from the front end of the car when either lock was used. Oh dear! The trolley jack went under the car and the car went up. It seemed that the noise was coming from the new shaft. A visit to Charles Findlater of Double Chevron Motors in Leeds confirmed this, and so Mick Peacock of Peacock Engineering, who had manufactured the shaft, were contacted. This resulted in a long evening one Tuesday after work when Tub and I went down to Loughborough. Mick and his father took out the old shaft, discovered there was a fault in the joint, and replaced it with a new one. I am most grateful to them for their help, and the journey back home, although it was getting late, proved much more satisfying than the journey down!

So, we now had a car that was ready to take us abroad. In addition to Tub and myself, the family consists of my wife, Liz and our three boys Ben (11), Jonathan (3) and Alan (1). With a baby seat in the back there is not a huge amount of room for

luggage when a large frame tent and three weeks' supply of nappies are included in the packing list. So . . . off I went to purchase a roof rack. "Does this universal roof-rack fit ALL cars?" I asked. "Certainly, sir" was the reply. You guessed. It was nowhere near big enough to span a Big 15, so back it went to be replaced with the biggest (and most expensive) universal roof-rack which was too small. Back it went.

Our first weekend away with Tub, which was to the CCCs 40th anniversary at Billing, was therefore with the addition of a camping trailer. The journey home, in very hot weather, revealed the water pump was not happy – indeed it spent most if not all of its time weeping onto the gearbox. The gearbox in turn decided to join in by being awkward about selecting second gear.

With the help of Charles Findlater at DCM and Malcolm Sedgwick of Holgate Engineering, these problems were both solved in ample time for our continental trip. I collected Tub within 48 hours of leaving home with, dare I say, a little trepidation!

And so, on Wednesday 19th July Tub and her occupants left sunny Bradford to go to the 8th World Meeting of 2CV Friends in Orleans (well, we went to the TOC Annual Rally last year in a 1960 2 CV, and Tub is certainly a friend of many a 2CV).

To be continued . . .



All set, ready to go

Interview with M. Roux of the "MAISON ROUX" conducted by Yves Levasseur, c1975

The following interview was submitted to the magazine by C. B. A. Marshall

YL: Can you tell us something about the Roux Company?

MR: My father and I started making pilote-style wheels immediately after the war in 1945. They were aluminium wheels cast in sand. They were patented within France and overseas and we fitted them to 9, 11 and 15 h.p. tractions, Peugeot 202s and 402s and Simca Arondes. They were 155, 165 and 185 x 400. Their special feature was the reduction of air resistance. All the air trapped under the car was sucked in and blown out, thus cooling down the tyres, increasing the speed and even improving fuel consumption—which was an important point in those days!

YL: When you started production, were you interested in traction wheels or was that a logical progression as time went on?

MR: My father had started making wheels after the First World War. He'd already provided some of the very early cars with aluminium wheels.

YL: So you were among the very first to produce aluminium wheels?

MR: Yes, it was about the same time as Bugatti started making air-scooped wheels, with a single scoop; ours had 2 scoops, one on the inside and one on the outside, one to suck the air in, and the other to push it out. We produced them, because local garages weren't able to find wheels, especially pilote wheels, which were very popular at the time.

YL: So you brought out your wheel after the pilote wheel had appeared?

MR: Yes, the pilote wheel came out in 1938/39, whereas our pilote wheel appeared in 1945. Our first model was the A type, an exact copy of the pilote wheel in appearance, but it had a small scoop in the centre of the rim and was slightly slanted to allow air trapped under the car to be sucked in and expelled. That was something which the pilote wheel didn't have and couldn't have, because it was made from rolled sheet steel.

YL: And there was an order in which the wheels had to be fitted on the car, first a right-hand one, then a left-hand one?

MR: Yes, there had to be; otherwise you'd be blowing out air only to suck it in again.

YL: Did you put your trade-mark on the wheels?

MR: Yes, but first of all we gave the name of the company, then the trade mark, and then a D or a G to indicate right-hand or left-hand, to avoid errors. The first pilote-type wheel we produced had a screwed-on hub cap, just like the pilote wheel. We enjoyed some success with this wheel, but we improved on it with the B type where the scoops were domed to encourage a much greater through-flow of air. The hub-cap also was domed, thus smartening up the appearance of the car, and giving it a much more attractive look. Then we started producing our type C, which was really a new design of wheel.

YL: What was the period of production of the B type wheel?

MR: Only about a year, in 1946/47.

YL: Did you stop producing the A type when the B type came out?

MR: No, some of our customers preferred the A type because it looked like the pilote wheel. Others liked the B type, so we offered them a choice. The B type came out a year or two after the A, offering improved airflow thanks to the modifications to the scoop. A year or two after that, we brought out the C type, a truly one-piece construction with the hubcap (as is the fashion now) incorporated into the wheel, and with the wheel-nuts exposed. You see how far ahead of the times we were!

YL: How many wheels did you produce?

MR: About 70 a day from 1945 to 1957/58.

YL: How many did you have in stock at any time?

MR: Between 400 and 500.

YL: As a supplier of accessories, did you have any contact with the car-makers?

MR: No, we only supplied garages, dealers and wholesalers.

YL: What was your relationship with the factory?

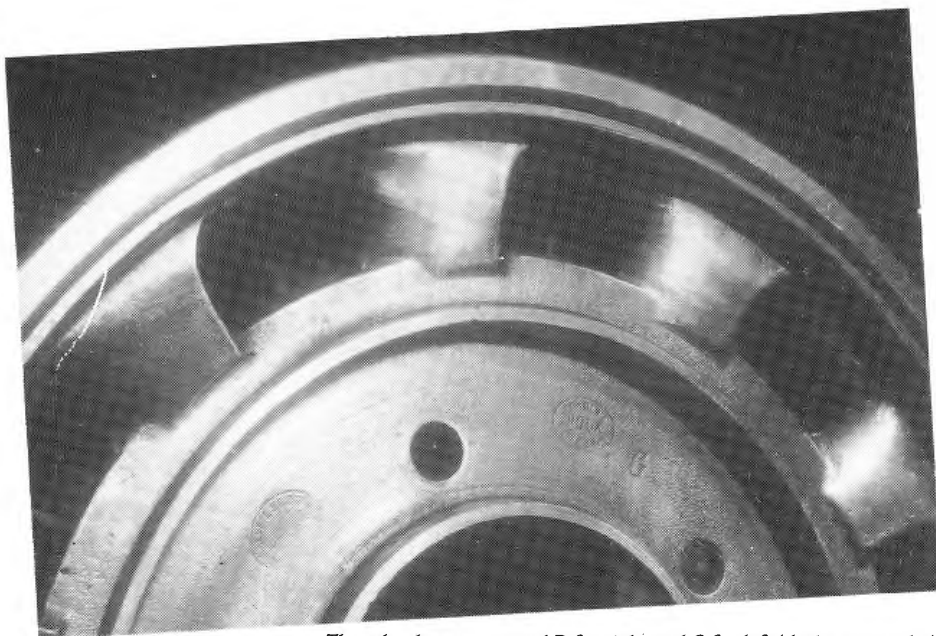
MR: Actually, we never thought about it much. There was never any objections from the factory. Even the Directors of Peugeot had our wheels!

YL: When you were producing these wheels (even now when you make a new wheel) did you have to conform to industry standards?

MR: Certainly, we worked closely with Uniroyal, Klebér-Colombes, even with Michelin. Michelin come to see us every 2 or 3 months, especially to discuss wheels for service vehicles. That's our principal line now. Service vehicles of all sorts have our wheels—all of Air France's baggage trolleys have them. Our wheels are delivered straight to the tyre manufacturers. When we're producing wheels for cars, we ask the manufacturers for details of the tyre, so that we can arrive at an exact profile of the wheel.

YL: Roux wheels are very light—good for reducing wind resistance.

MR: Yes, they're very lightweight and strong; they look good and the



The wheels are stamped D for right and G for left (droite et gauche)

interesting thing about them is that they are 100% aerodynamic, no "drag". If there is any "drag" it's caused by the tyre.

- YL:** Doesn't the lightness of the wheel mean that there is a greater risk of sudden collapse when the wheel hits something?
- MR:** Of course, there is the possibility with any iron or aluminium wheel that on impact something will twist or break; but our wheels are made in a water-cooled press with newly manufactured ingots, using French or Swiss aluminium and we never use reprocessed metal.
- YL:** Did you have any difficulty in 1945 in obtaining the raw materials you needed?
- MR:** Yes, especially new metals—but we managed to get them all the same—and when we ran out of new metals, we simply stopped producing wheels and switched to making other things from reprocessed metal.
- YL:** Did many of your wheels go for export?
- MR:** I can't really tell you since we only sold them in France. Some of our customers may have exported them. I've seen some overseas, but . . .
- YL:** Now, on a practical note, for those of us who own old cars who would like to have Roux wheels (if we can find them!), what about their upkeep? Are they prone to salt damage?
- MR:** No, not at all. We use a metal which never ages.
- YL:** Should we paint them?
- MR:** For our part, we produce them to a high-gloss finish; you can then paint them or have them polished if you wish. Have you come across any wheels like that?
- YL:** Yes, some of our members' cars have them.
- MR:** My advice to them is to have them polished and you'll have a very nice finish. If you use your car a lot, put a coat of clear varnish on the wheels and they'll keep their shine.
- YL:** Do you still exhibit at motor shows?
- MR:** No, not any more. I leave that to my clients—Uniroyal, Kléber-Colombes, Michelin. They distribute our wheels. Continental, for example, had a



Note the different angle of the scoops

complete range of all our wheels on display recently—it cost me very little and the exposure was very good!

- YL:** When you produced wheels for tractions, it was clearly as a result of a huge increase in demand. Did your company therefore see a parallel jump in sales?
- MR:** At the outset, yes, sales leapt; every traction owner fitted aluminium wheels. But all of a sudden everything collapsed. Aluminium wheels were no longer on sale and they've only re-appeared in the last 5 or 6 years.
- YL:** How do you explain this latest upsurge in demand? Is it something to do with people no longer having enough choice of make to allow them to personalise their car, just as was the case in the years after the last war?
- MR:** Yes, people are keen on personalisation—to have something on their car that the others don't have. It picked up five or six years ago but now it's beginning to fall off again.
- YL:** Are there other companies like yours?
- MR:** There's Gotti, and the English and Italians have specialist companies.
- YL:** But you were the only ones in full production in 1945?
- MR:** Yes; our only competitor produced an ordinary aluminium wheel for racing cars—René Bonnet.

YL: Tell me something about the manufacture of the wheel.

MR: As I said earlier, Roux wheels were sand-blasted; in other words we first made a pattern of the wheel in metal, then we let sand into a frame holding the pattern, leaving the matrix of the wheel in the sand. We then re-close the frame, pour enough liquid aluminium in through the channels to produce the casting in the sand. Then it's taken out of the mould, fettled by hand and machined on a lathe.

The remarkable thing is that these wheels were cast without the use of a conventional core-box. They were a "tour de force" in founding. We mould one side of the wheel, then the other; we remove one side of the pattern, then the other, leaving the casting inside, untouched by hand, and perfectly centred in the sand.

YL: Were you limited by the number of patterns you had?

MR: Each wheel represented one casting—each time we had to make a sand-casting to produce a wheel; a good worker produced 10 wheels a day—one an hour. We had 7 workers at that time, in other words, a total of 70 wheels a day.

Once we had cut open the casting, holes were drilled in their correct positions for fixing onto the drum of the intended vehicle. The rim was then machined true to the centre, to bring the wheel into balance. We corrected any "play" with lead-weights to ensure a perfectly balanced wheel.

YL: Looking now to the future, even though we are an old-car magazine, what developments do you foresee?

MR: So far as car wheels are concerned, I see the industry static, even in slight decline. But so far as service vehicle wheels go, I believe there will be an enormous upsurge in demand; we're just beginning to expand into export markets, and it's proving very interesting already.

YL: So you'll be switching from one market place to another?

MR: Yes, increasingly so, even though service vehicles represent 90% of our turnover already. We've even made wheels for motorbikes!



Rear view

Attractions *on a* Different

Ralph
Drouin **SCALE**

reveals a world in miniature

Shortly after moving into this lesser known part of North Somerset over 5 years ago, I discovered that a not too distant neighbour, Francis, was a Citroenophile. During several conversations it emerged that Francis had an unrivalled collection (approximately 800) toy or collectors cars, of which some 60 were bechevoned. I managed to wheedle a preview of the model Citroens two years ago when Allan Sibley and his bride to be came to spend a weekend with us arriving in a wreck of a Cortina. I'm sure it was the shame of driving, let alone, owning this heap that led 'Sibblers' to emigrate

Needless to say I was impressed and finally arranged a date with Nigel Webb to pay a return visit, complete with camera and

notebook, to act as an intrepid reporter for the TOC. Nigel arrived as required in his Light 15 on the first night it rained after 4 months of drought. Memories came flooding back ('scuse the pun) but Nigel just had to remind me his car had a sunroof . . . However I remember little of the journey as I was frantically searching for a seatbelt . . . We went for a quick orange juice at the rejuvenated public house, which is the talking point for us locals as in its old guise, it was a haunt of underage drinkers, stale beer and soggy crisps. Under the new owner it is ideal for townies with carpet everywhere and more chrome than on a Slough Built Big 6. I reckon its new clientele are mostly doctors and nurses because the carpark is full of

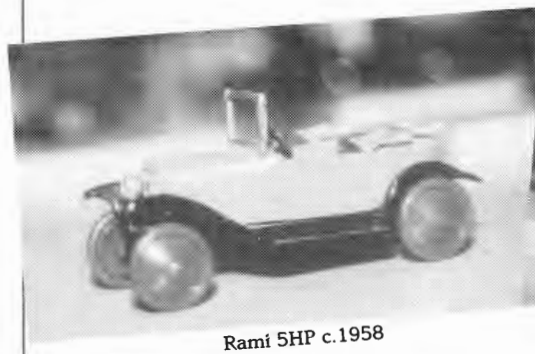
XR2s and XR3s with red injection decals on the rear windows . . . Anyhow I bought Nigel a tonic water, hoping that he'd turn on the passenger windscreen wiper, but all to no avail.

Like two small boys, we arrived at Francis's and saw the promised Citroen collection. Francis has been collecting Dinkys etc. for over 40 years and because of frequent visits to French relatives has been able to acquire continental models as well. Most are boxed and all are in pristine condition, never raced or rallied is the correct term, I believe. Nigel, I am ashamed to report, asked details of the other marques Francis collected; not unreasonably Ferraris and Mercedes feature quite highly.

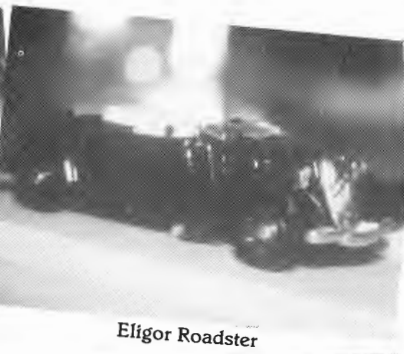
I found the early Dinkys and similar fascinating and their crudeness not unattractive, but to my mind the best traction models for detail and proportion are the Eligor and Solido. the most desirable models in my opinion - shame on me - is the early 50's French Dinky 2CV and the French Meccano Triang Dinky 2CV.

Our thanks to Frances and Bidy for their hospitality and kindness in showing us part of their unique collection. Currently I am applying to join the AC Owners, Alvis, Austin, Bentley, BMW . . . Wartburg Owners Clubs so that I can ask to see the rest of Francis's collection.

PS: Francis once owned a Slough built Big 15 reg. No. TBH 870 and several early tractions were also owned by the family.



Ramé 5HP c.1958



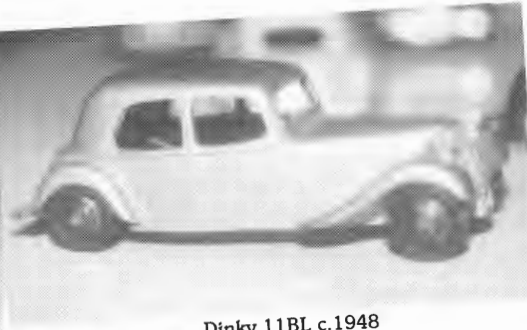
Eligor Roadster



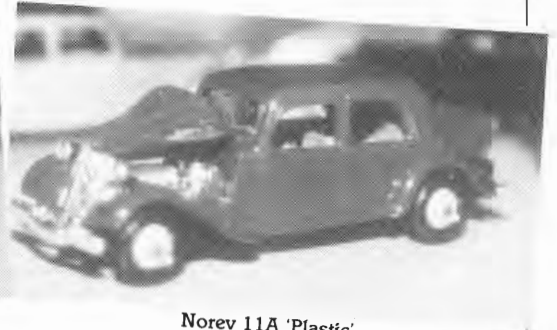
JRD DS19



Norev 5HP



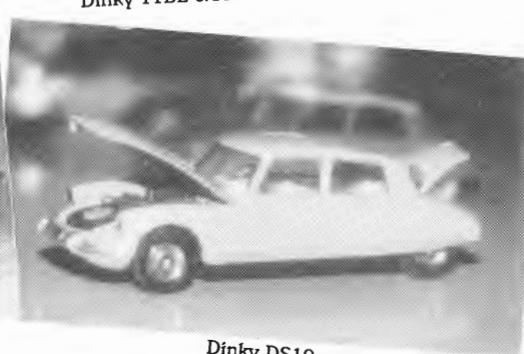
Dinky 11BL c.1948



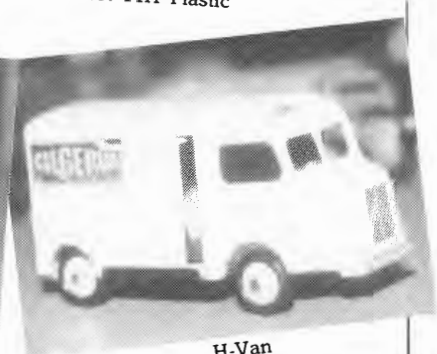
Norev 11A 'Plastic'



Teknoby Familiale



Dinky DS19



H-Van

FEDERATION OF BRITISH HISTORIC VEHICLE CLUBS

“ to uphold the freedom to continue the use of mechanically propelled road vehicles ”

The TOC is a member of the above Federation and as such receives a News Sheet from which we are permitted to reproduce extracts provided they are complete and credit is given. Therefore many thanks to the FBHVC for Europe, DLVC and FIVA (Federation Internationale des Vehicules Anciens)

EUROPE

Since the Summer, FBHVC has produced on behalf of FIVA a brochure aimed at bringing the preserved vehicle movement to the attention of those involved with the European legislature. The brochure has already proved its worth, with some thirty MEPs from different countries making enquiries. It has also been of great assistance to our lobbyist.

Edward Seymour-Rouse and Bryan Cassidy have continued to send details of any proposals or directives etc. with any tenuous link with motoring for checking. Items which have come in recently concern spray suppression regulations for commercial vehicles; vehicle lighting regulations and regulations for anti-roll over structures on agricultural and forestry vehicles. We continue to check such documents thoroughly and make the appropriate representations when necessary.

The existing friendly relations between the preserved vehicle movement and the Transport and Environment Commissions were improved still further in November when Environment Commissioner Ripa de Meana and Chef de Cabinet of Transport Commission Vanden Abeele and their wives accepted an invitation to take part in the London to Brighton run as guests of the Veteran Car Club, RAC and the Federation.

Temporary Importation

Our honorary Legal Adviser writes:— Council Regulation no 1855/89 on the temporary importation of means of transport came into force this summer. Since the object of the Regulation is to achieve consistency of treatment for the temporary importation of means of transport into the Community from outside it has no direct bearing on Community residents. Anyone bringing an old car into Britain from outside the Community should have no problems at present where the vehicle is to be re-exported. There have been difficulties with individual Customs officers not knowing the procedure and if these continue it may be helpful to quote the Regulation. Alas, the Regulation does not extend the current six months limit on the use of temporary import facilities. The Regulation also applies to spare parts separately imported from the vehicle so its requirements of no special formalities or provision of security unless in exceptional circumstances could be helpful for overseas entrants of European events.

DVLC

“Lost” registration numbers: first, an apology to the RAC, the British Motor Industry

Heritage Trust, the MG Owners Club, the Jaguar Drivers Club and the Vintage Motor Cycle Club whose involvement was not mentioned in the hasty interim News Sheet we sent to subscriber organisations following the news early in October that Robert Atkins, Minister of Transport, had agreed in principle to a change in policy to enable “lost” registration numbers to be re-issued in genuine cases, albeit on a non transferable basis. The delegation which met the Minister, and which persuaded him to this change, comprised representatives of the organisations listed above as well as the Federation Chairman, Derek Grossmark, who had laid the ground for the change in policy at a meeting in 1988 with the then Minister, Peter Bottomley, Robert Atkins was very much more receptive to the ideas being put forward than his predecessor had been, and was very keen to be helpful to the movement.

Officials of the DVLC met with representatives of the same organisations (the Federation being represented by Deputy Chairman, Tom Ryland) in November at a meeting chaired by Jack Smeaton of the RAC, to discuss the implementation of the new policy. The DVLC officials were very willing and co-operative, but face much greater problems than might at first be thought.

First, DVLC has to be cost effective: re-issuing old plates is a very small part of the DVLC operation and so can warrant only a very small portion of resources. Second, there is still considerable concern about fraud. Whilst making re-issued numbers non-transferable, the key to the new policy, removes the obvious possibility of fraudulent applications for gain by selling the re-issued number, there is the very real risk that the unscrupulous will use the re-issuing facility to give authenticity to fake vehicles, whether those built up from original parts, replicas or “clones” (two or more vehicles made from one original one).

In order to overcome this problem, DVLC will be placing a great reliance on the integrity of clubs to vouch for the pedigree of vehicles. An integral part of the re-issuing procedure will be authentication of the application by authorised Clubs. Applicants will have to provide documents to an official of an appropriate Club for checking.

DVLC still have much work to do in preparing their computer for this change in policy. The final details of how the new system will work, and when it will start, will not be known until mid/1990. Our advice to anyone wishing to apply for the re-issue of an old number is to wait until the new policy has been implemented before writing to DVLC. Premature applications will probably lead to disappointment and will occupy time of officials at Swansea who could be better employed working on the implementation of the policy. Those with a pressing need to register a vehicle for road use may have to be willing to accept an age related number, but before doing so, they should ensure that such acceptance will not prejudice a claim for the original number at a later date.

FIVA

Our Summer issue explained at some length FIVA's importance to us in UK – without FIVA, our lobby in Europe would be of little value. To obtain maximum effect, the lobby is on a complete European basis, under the control of FIVA's International Parliamentary Committee (whose Chairman is Chairman of the FBHVC, Derek Grossmark). Because FIVA's budget was inadequate to meet the costs involved, the lobby is funded entirely by the FBHVC from money raised from donations from subscriber organisations, individuals and the trade. FBHVC have agreed to fund the lobby until 1992.

Meanwhile, FIVA had to establish a budget structure which can cope with this load, and much time was spent discussing budgets for the future at the recent gathering of FIVA delegates in Lucerne. The first need was to establish a satisfactory budget to enable FIVA to continue to function at an acceptable cost. Initial discussions suggested an annual contribution from FBHVC (as largest subscriber organisation) of a figure in excess of £20,000, more than four times our normal domestic budget. This was obviously not possible, let alone acceptable, and after some careful analysis, a revised budget providing for a UK contribution of just under £5,000 in 1990 was agreed. As 1992 approaches, this figure will rise by well above the rate of inflation as FIVA moves towards taking over funding the lobby. At the same time, of course, the FBHVC's direct commitment to the lobby will reduce to nothing. The effect of this increase in Federation expenditure is discussed further under Finances.

Apart from the General Assembly, there were two meetings of the General Committee and meetings of the Legal, Utilitarian, Historic, Finance, Motor Cycle, Events, Parliamentary and Technical Committees in Lucerne. The UK was represented at all meetings. The FIVA President, Price Kraft Hohenlohe expressed his thanks to FBHVC for the contribution to maintaining freedom to use historic vehicles on the road. Details of a proposed rally to Strasbourg and Brussels to mark the opening of frontiers in 1992 were discussed, including the serious concern felt by FBHVC Committee that the event could “backfire” by becoming an elitist event portraying the movement as being for the rich alone. In view of the growing awareness of environmental issues, it was felt important that FIVA should provide guidance to event organisers, and a draft Environmental Code was prepared for discussion with a view for adoption during 1990. Thus:—

Draft FIVA Environmental Code

1. Vehicles to be used in a manner to cause least offence to other road users.
2. Vehicle emissions and ejections must not be excessive.
3. Unleaded fuel must be used wherever technically possible.
4. Events must not be run in a manner to cause damage to the countryside.
5. All FIVA Clubs/Federations must ensure all National/International events are run in accordance with the FIVA Environmental Code.

NOTE: When this code is passed in its final form, FIVA members will be obliged to comply.

CORRESPONDENCE

Dear Dave,

My recent letter to you concerning the possibility of forming a South West section of the club has elicited a fairly encouraging response thus far, with some 20 cars being accounted for.

I should like to be able to report that a retired colonel in the Royal Engineers from Budleigh Salterton has a 1934 V8 22CV Roadster in his garage in dire need of restoration and still displaying 'Wehrmacht' (German Military) number plates (it was rescued from a ditch on the outskirts of Paris during the Liberation). Meanwhile, in Truro, an ex-diplomat who was a frequent house guest in Colombey-les-Deux-Eglises some years ago, is restoring a 15CV-SixH convertible with coachwork by Henri Chapron.

OK so the foregoing are merely fanciful figments of an over-fertile imagination. Nevertheless, fact has proved almost as fascinating as fiction, with some notable vehicles coming to light.



Your S. W. Correspondent

Undoubtedly the rarest 'find' has been the early 1935 11A belonging to Bryn Leonard who is rebuilding the car in his garage. Slough marketed the model as the 'Super Modern Fifteen' (a description of which appeared in F.P. in November last year). Bryn's car was found in a barn where it had lain undisturbed since it was last taxed c. 1951! It has all the early Traction features such as non-opening boot, twin petrol filler caps, metal dish, worm and roller steering gear etc., etc. It may well be the sole surviving Big 15 of 1935 vintage in this country but I did see one at a rally in Christchurch, New Zealand in 1984. That car was reputed to be 1935 but had an opening boot as fitted after May that year.

A car of more recent vintage but with an illustrious sporting pedigree is the 1950 Light 15 of Paul Widdup. Some readers may recall Geoff Rennoldson's letter in the July 1983 F.P. concerning 'Mitzi', 1950 Lt 15 tuned for 100 mph! The car was fitted with twin SU's and had the Cooper 4-speed box. Thus equipped 'Mitzi' acquitted herself admirably in several rallies in the early fifties including the RAC, London and Welsh events. Mitzi's competitive edge was rather blunted by the arrival of the DS19 however and she was sold to an RAF test pilot who owned her for a few years, resold her and then in the late



"Mitzi"

sixties she was brought in a state of sad decline by Paul who has meticulously reinstated her to her 1950's rallying trim.

Interestingly enough, that RAF test pilot, long since retired and now living in Devon has acquired a smart 1953 Light 15 and is one of our active South Western members - I refer to Jack Atkinson, one of your more frequent correspondents.

Talking of rallying Traction's the forthcoming Monte Carlo Classic includes and entry from Cornwall based member Chris Dixon as we read in the November F.P. Chris's car is one of the few Paris built cars in the West Country, the majority of all the contacts to date being from owners of Slough built examples.

'Sixes', regrettably, do not seem to figure to any extent in this part of the world. The only example appears to be that of Ted Gartland who has owned his car since 1956 and it is still in regular use.

Having established that we have a good number of cars with enthusiastic owners in the 4 SW Counties, we can perhaps look

forward to the odd get-together or two in the coming Spring and Summer. There was actually a little impromptu gathering back in November at the Double Locks Inn near Exeter. Jamie Stewart who runs the pub has recently acquired a c. 1946 Light 15 built for export to South Africa. It was 'repatriated' last year and still had Transvaal number plates in place. Three other Traction's turned up and a good time was had by all within the constraints of the drink/drive legislation.

I now have in mind a one-day gathering come Spring or early Summer, possibly based at a country hostelry with ample parking or an adjacent field, in a location to the East of Devon or West of Somerset/Dorset. Suggestions and offers of help with organisation would be most welcome.

Walford Bruen
'The Barn'
Kingston
Kingbridge

Deven TQ7 4HA

Tel. Bigbury-on-sea 810655



'Super Modern Fifteen'

CORRESPONDENCE

Dear Steve,

Just a note to say that I am now a proper member in that I have just bought my first Traction. Details as follows:

Reg. 5420H
Type 11CV (1911)
Slough Year 1950
Chassis 9-535187 (Big)
Engine AX09294

I don't know if the club keeps a register as such, but I suspect this is this car's first appearance at the TOC.

Although the car is largely complete I know I am going to need a complete set of seals for doors, etc., and I will no doubt discover more missing items as I get into the restoration.

I would welcome any advice you may be able to give, especially the names of any "authorities" on the Big 15 RHD.

Thank you for your time and look forward to hearing from you.

**Martin de Saullès,
Brighton,
East Sussex**

Dear Dave,

I came across the enclosed information on an old data sheet in a local garage. Unfortunately the paper was in such bad condition that I had to write the information down at once, otherwise it would all have fallen to pieces.

The heading being 'Suitable Fan Belts for the Citroen Traction Avant English and Continental', I thought this would probably be of interest for the magazine. Obviously these numbers given will have been superseded by new numbers two or three times over now, but this old chart could still be of help to Traction owners.

**Gerald Chapman
Barton-upon-Humber
South Humberside**

FAN BELTS SUITABLE FOR CITROEN 'LIGHT FIFTEEN' (ENGLISH)

Make	Belt No.
Goodyear	191
Nu-Texa	191
Dunlop	638 867
Ferodo	170 434
John Bull	88
Mintex	QT 408
Romac	749
Outside Circumference	41 ¹ / ₁₆ " - 1043mm
Inside Circumference	38 ⁹ / ₁₆ " - 973mm
Top Width	1 ¹ / ₁₆ " - 17mm
Thickness	7 ¹ / ₁₆ " - 11mm
Angle	42°

Dear Steve,

I've moved three times since last receiving your fine Club magazine. Please reinstate my name plus that of my new wife Mary Carolyn Anderson back on your membership roster. Our new address is 4533 Highway 201, Ontario, Oregon, 97914 USA, on the old Oregon trail used during the mid-1800s by covered wagons travelling West in our country. Our new place rests along the Snake River. When settled in I'll have time to jot down some serious notes for an article on two Tractions that I own, and my endeavours of late in restoration of one and street-rodding the other. I'll have photographs of installations and drawings of new engineering parts other members can use. Could you supply me with a USA and Canada membership roster, please, of names and address to your car club. Carolyn and I plan to take the Motor Home on some travelling. We

plan on being in your neck of the woods by plane after next April, if you can supply an address of club meeting place for April or May, 1990.

Sincerely,

Mike Anderson.

(This is an extract from a slightly longer letter to Steve Reed, membership secretary. It is good to hear from members who live abroad and I am sure the idea of "street-rodding" a Traction will get the purists leaping up and down - Ed.)

Dear Sir,

I am writing in response to your item in 'Club News', Volume 14, No. 5, headed Project 1. I would be very interested to purchase a crown wheel and pinion set to the specification outlined. Ten years ago, through John Gillard, I obtained a new Cw & P through the auspices of the Dutch Club. Fortunately I have had no occasion to use it yet, and it is safely lodged in my grandmother's mattress where no footpad would dream of looking. I am, however, still awaiting the inevitable Big Bang from the Sharp End of the B15, and then, Granny's boudoir will be raided.

For some time now I have thought of putting pen to paper re my favourite Traction subject, the gearchange or, as the Frogs called it, "La cuillère de moutarde". Having never driven the LHD version of these cars, it has always struck me when, as a front seat passenger in a Slough 15, how convenient (a) if the steering wheel were in front of me, and (b) if the car is RHD how much better the gearchange gate would be if reversed. Has anyone ever contemplated such an exercise? If so, I have never seen any comment on the matter in print but I can imagine the horrors of messing around with the Eiffel Tower and the gearchange rods would be sufficient to turn a strong man's bowels to jelly. I would be prepared to write some drivel on this subject if you think it would be useful and relevant.

I am also thinking of buying a '47 L15 with cable-operated clutch. Are clutch cables for these models available, or is it possible to convert to the rod-operated clutch of the later models?

Finally, money for the item Project 1 would be forthcoming from a slush fund I have with Barclays Bank, Piccadilly - a hangover from the days when I was Surgical Registrar, Guy's Hospital, London Bridge.

Yours sincerely,

W. G. McNickle, FRACS.

FAN BELTS SUITABLE FOR CITROEN 'LIGHT FIFTEEN' (CONTINENTAL)

Make	Belt No.
Nu-Texa	485
Dunlop	274, 326, 828
Ferodo	107
Goodyear	485
John Bull	7
Mintex	TK 428
Romac	855
Outside Circumference	42 ³ / ₁₆ " - 1087mm
Inside Circumference	40 ¹ / ₁₆ " - 1017mm
Thickness	7 ¹ / ₁₆ " - 11mm
Top Width	3 ⁴ / ₄ " - 19mm

Dear Steve,

I thank you for my membership card, sticker and copies of FP magazines I received today.

Shame on me for waiting so long to join the TOC! I should have applied for membership on that cold day of December, 1976, when I

decided to cross the Channel to buy, in Nottingham, a June 1933 7-seater Rosalie Twenty, Slough-built. I had been informed of the existence of that car at the 1976 ICCCR by your member Graham Carr.

Could you please pass this letter to the Editor as your members could perhaps help me in getting that car back in good shape.

The car was rusted, chrome plating non-existent, engine seized, but it was complete - even the clock was still on the dashboard!

I had the engine rebored and oversized pistons (Hepolite of course) fitted, chrome plating and paint jobs done; this enabled me to participate in the 1978 Chartres ICCCR and 1981 Breda ICCCR.

Alas, the engine block had been rebored too large and the cylinder walls were so thin that water found its way through the porous block and the engine was seized again.

Once again the engine was lifted out of the chassis (a tough job!) and this time I had sleeves machined to the original bore and we put back the original pistons I had stored for five years (never throw anything away). With this new engine I managed to go the Lorelei ICCCR but this was a one-way trip because the cylinder gasket decided to split there, and the return trip was done on a trailer from Europ Assistance.

The reason the gasket didn't hold the pressure was that with all these bore and rebore of the block, we had the cylinder head machined flat each time, and even tightening the 21 nuts in the right sequence and at the right torque didn't allow a sufficient pressure on the now too thin cylinder head. By a stroke of fortune I managed to buy, last year, a BRAND NEW cylinder head, fitted it to the engine, had the radiator rebuilt and with some minor adjustments (manifold problems) I will try to reach the 8th ICCCR.

Now some info on the car:
Chassis number is 525045 and engine T03745.
Original registration date was June 30, 1933 with number plate ANO 261.

Some questions for your members:

- How many Rosalie Twenty were built at Slough?
- How many are still known?
- Could the history of my car be traced through the licence plate?
- Does one of your members know the mysterious working of the fuel gauge Nivelux (air or vacuum operated)? My gauge always gives an empty reading even when I pour 76 litres of fuel in the tank.
- Does anybody know a wreck of this type as I need some spare parts?

Of course, I also own a Traction - an 11 Normale, one of the few that were built in June 1952 as an "in-between" model with small boot, new dashboard, and wipers on bottom side of windshield. Moreover this car has a genuine Citroën Belgique chassis number plate and is believed to be the only one survivor of this type. Last but not least (and that is a story for years to come), I am restoring a Coch Sical 10 légère found in bits and pieces (previous owner dismantled the car and lost all nuts and bolts!).

As soon as the Twenty will be in good running order, I plan to make a trip to the UK, hopefully next year.

Yours friendly,

**Eric Ronsmans,
Av. du Château 2 b15,
1080 Brussels,
Belgium.**

CLUB NEWS

SPARES PROJECTS

When thinking about your interests in the following do not just think about your immediate requirements but also those of the future. There is one sure thing and that is if these projects are not undertaken now they will be more expensive in the future so, roll up, roll up, reserve your spare part now!

PROJECT 1—CROWN WHEEL AND PINION

These items will have teeth to cut a new style which reduces noise, makes setting up easier (tolerances not so critical) and increases the number of teeth in mesh, it will also have a higher final drive ratio. The current crown wheel and pinion only have one tooth in mesh, therefore the new one should be more durable, quieter and more economical. Preliminary contact with other clubs using the same Engineering Company for their own crown wheel and pinion indicate that the quality and service are good. Current price indication is £300.

PROJECT 2—SLOUGH HUB CAPS

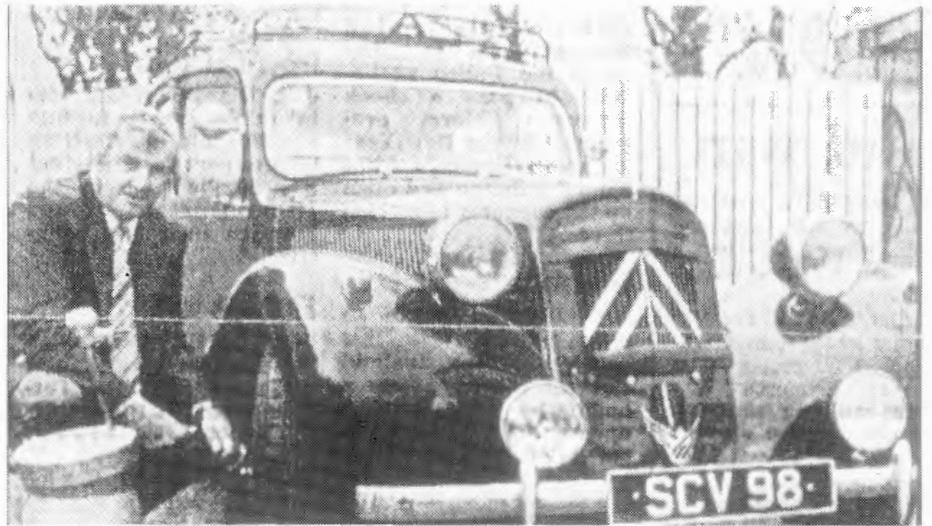
Brass hub caps chrome plated. Price indication £40 each.

Minimum orders of 50 are required for each project. If the projects go ahead, in each case members would be asked to pay 75% of the cost in advance i.e. with order. This is because these are high cost items and the club cannot 'buy on spec' and risk having money tied up in high cost stock left on the shelf.

If members are interested in either project please write to the Editor indicating which project. However **UNDER NO CIRCUMSTANCES SEND ANY MONEY.** Interested members will be contacted if either project proceeds, then your money will be gratefully received.

NEXT ISSUE

Last date for articles for the March magazine — **WEDNESDAY, 28th FEBRUARY.** So far nothing but sixteen blank pages, therefore be prepared for reprints. Apologies to Andy Cartwright, I should have given him credit for the radiator grille photographs which accompanied the Flevohof article in the last issue. Sorry Andy I will try harder next time.



NO LEMON: The 1955 Citroen Light 15 is prepared by Chris Dixon.

Three are off to Monte

A TRIO from Cornwall are busy preparing a classic car for an historic Monte Carlo Rally.

They will be taking a 1955 Citroen light 15 the 1,200 mile original course of the rally from Glasgow to Monte Carlo, crossing the Channel by ferry at Dover.

Chris Dixon, managing director of the Ivan Kessel garage at Summercourt, car salesman Jason Dawe and mechanic Ian Roberts will be leaving Truro on January 26th in order to start from Glasgow two days later. They are

due in Monte Carlo on the 31st.

The left-hand drive car, which came from France 18 months ago, is owned by Mr. Dixon. The driving will be shared.

Some 70 cars, including Jaguars and Porsches, are taking part, all built before 1960.

The Citroen, which is still being prepared, will be on show in Truro before the race and the team are looking for sponsors per mile to raise money for Cornwall's Air Ambulance.

CARR

CARR — the recently founded "Club of Ancient Automobiles and Rallies" has sent in details of its Club rally programme and details of Club membership (I am not sure that I should be telling you that because we don't want any defectors do we? — Ed). Further details can be obtained by sending a SAE to Dennis Ryland

MONTE CARLO RALLY

Further news of our intrepid member Chris Dixon who has sent in the above press cutting. He and his team leave Glasgow on 28th January and are due to arrive in Monte Carlo on the 31st via Lanark, Peebles, Scotch Corner, Peterborough, Rochester, Dover, Rheims, Chamberry, Grenoble and Digne, approximately 1,500 miles. In case of adverse weather Chris has managed to obtain some Town and Country tyres from Vintage Tyre Supplies. For those who use their cars in all weathers VTS apparently have some more.

PROGRAMME 1990 . . .

The events proposed by C.A.A.R. to Members for 1990 . . . are as follows:

1990		
February	Retromobile Show —Paris	9-18 February
March	Techno Classica Show —Essen	2-4 March
May	The Paris-Nice Riviera Run A prestigious 7-day grand touring run to the Riviera as an opening to the season.	20-27 May
July	The Rhine Rally . . . A grand touring rally following the Rhine from Amsterdam to the Swiss Alps. (. . . and for those who wish to continue to the Danube)	7-15 July
	Lugano-Budapest/Szeged-Nice	15-25 July
September	Wine Harvest Rally A 2-week oenological and gastronomical Rally through the vineyards of France, during the grape-picking season. La Loire, la Touraine, Cognac, le Médoc, Bordeaux, St. Emilion, le Périgord, la Dordogne, les Côtes du Rhône, Le Beaujolais, la Bourgogne, la Champagne.	16-29 September
1991		
May	Riviera Run — A new run south to the Riviera.	
July/August	Amsterdam-Moscow-Amsterdam	
September	Wine Harvest Rally — Rhine, Mosel, Alsace, Champagne.	
1992		
May	Riviera Run — The 4th edition new run south to the Riviera.	
July/August	Euro-meeting and Rally USA-CANADA.	
September	Wine Harvest Rally — France/Italia	

Events

May 24th-2nd: Tour Haute Savoie area of France.
June 1st-4th: Tour Bourgogne area of France.
June 22nd-24th: TOC Annual rally at Glastonbury.
July 6th-8th: CCC Annual rally at Worcester.
July 13th-16th: Tour of the Chateaux of the Loire.
August 10th-13th: Tour of the Cotswolds.
September 1st-2nd: CCC Autumn rally at Stratford.
November 30th-December 2nd: National Classic Car Show at the NEC Birmingham.
December 16th: Christmas Lunch, White Hart, Whitechurch.

Classified

For Sale

1953 Light 15 large boot. Part restored. Offers £2,000. T. G. Bird. Tel. (0325) 377406 (North Yorks.).

For Sale

Traction Spares—2 brand new Michelin 'X' 165 x 400 tyres, 4 door, windscreen (Lt15), air filters, 6 volt radio, numerous smaller items. Clive Warner. Tel. Norwich 32912.

For Sale

Citroen Big 15, Slough built RHD, black, factory sunroof, leather interior, 1954, rebuilt engine, used daily, needs attention to bodywork and interior, bargain £4,650 ono. Also period steering rack for above, £25. S. Driver. Tel. (0306) 730552.

For Sale

Key rings from the Swedish Traction Owners Club—one side a Traction Radiator Grille, the other side Andre Citroen.

1-25 items—35 SEK each.
 25+ items—30 SEK each.
 Delivery 1-2 weeks, postage not included. Contact: Svenska B11-Klubben, c/o Magnus Lahi, Stromshold, S-560 28 Lekeryd, Sweden.

For Sale

New traction drive shafts, as manufactured by Peacock Engineering. Fit and look like original shafts but have greater strength, are longer lasting and are maintenance free. Now also available from Classic Restorations, Arch 124, Cornwall Road, London, SE1. Tel. 01-928-6613. (Trade).

Classified

Wanted

RED leather REAR seats for Light or Big Fifteen, good price paid for reasonable condition. Pre-1940 Traction Avant for restoration. Condition relatively immaterial. Must be complete. David Boyd. Tel. (0527) 892134.

SERVICE

4-speed gearbox conversion complete with gear change mounted behind dash as per original. Contact Roger Williams, 35/37 Wood Lane, Beverley, North Humberside, HU17 8BS. Tel. (0482) 881220. Repairs, servicing and restorations undertaken at reasonable rates. Whatever your need, give me a call. Dennis Ryland. Tel. (0453) 883935 (Glos.)

Classified

Trade

1955 Black/Burgundy Commerciale. Engine and mechanics rebuilt and resprayed. Requires trimming only. Supplied and delivered with all taxes and import duties paid, £5,500. Ton Smulders, 8 Square Theodore, Botrel, 29930 Pont Aven, France.

If you are looking for a French Traction Ton Smulders will try to find what you want in France. If he can find you one he will deliver to your door with all taxes and customs duties paid at very competitive prices. Apply as above.

Diary Dates

CENTRAL SOUTH SECTION MONTHLY MEETINGS

On the first Sunday of each month the Central Southern Section meets at The White Hart Hotel in Whitchurch, Hants. Whitchurch is situated halfway between Winchester and Newbury just off the A34. The meetings are lunch time meetings commencing at noon. Food available.

WEST MIDLANDS SOCIAL SECTION MEETINGS

1st Wednesday of each month at the Swan, Whittington, Worcester, 200 yards off Junction 7, M5. Please contact Simon Saint, 'Snigs End', Daines Green, Glaines, Worcester. Tel. 54961 for directions or info.

NORTHERN SECTION MEETINGS

4th Thursday of month, White Hart, Rooley Lane, Bradford. Phone Liz or Jim Rogers for directions and info. Tel. (0274) 45600.

LONDON SECTION MEETINGS

All meetings last Tuesday of each month at the Sun Inn, Barnes.

Club Tools for Hire

Front hub and outer hub bearing puller
Deposit £25 Hire £2.50

Top ball breaker
Deposit: £15 Hire £1.50

Bottom ball breaker
Deposit: £25 Hire £2.50

Inner bearing unit
Deposit: £15 Hire: £1.50

Hires are for nominal periods of 7 days, although earlier return is appreciated. Deposits are refundable only on SAFE return. Any damage to tools will be deducted from deposits. Person hiring fetches and returns. Prior booking ensures availability. ALL AVAILABLE FROM PETER SIMPER, 215 Whitton Road, Twickenham, Middlesex TW2 7QZ.

Club Shop price lists and ordering details

Greeting Cards

Pack of six £1.50

Mugs

New flaired Traction Mug £1.75

Posters

"Les Tractions" £2.00
 "Traction Avant Colour" 3D £2.00
 "Traction Avant" Blue/White £1.25
 Magazine Covers Black/White 4 for £1
 Ideal for frames Set of 20 for £4

Models

Burago Black Diecast 15 CV £6.00
 Matchbox Roadster/Coupe £3.00

T-Shirts

Citroen (S, M, L, XL, white) £5.00

Sweat Shirts

Citroen (S, M, L, XL, Navy) £10.00

Badges

Metal TOC Bumper Badge £15.00
 TOC Windscreen Sticker £1.00
 Enamel Brooches £2.50
 Blazer Badges £5.00

Back Numbers Floating Power

1 copy £2.00
 2-9 £1.50
 10+ £1.25

For Club address see page 3. Please add 50p p&p for orders under £10.00. Make cheques payable to TOC. Overseas orders by Sterling International Money Order please.

All prices exclude post and packing. Cheques to be made payable to T.O.C.

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.



MUSEE MILITAIRE
DE DIEPPE - POURVILLE

ENTREE 6 F

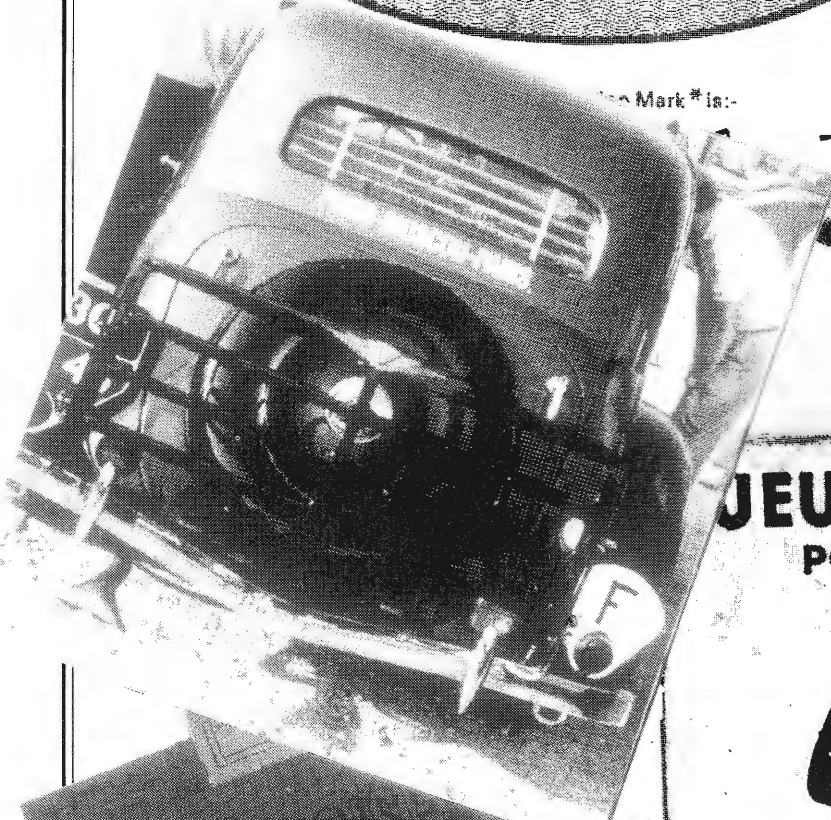
N° 167101

DE
OF
Test Certificate

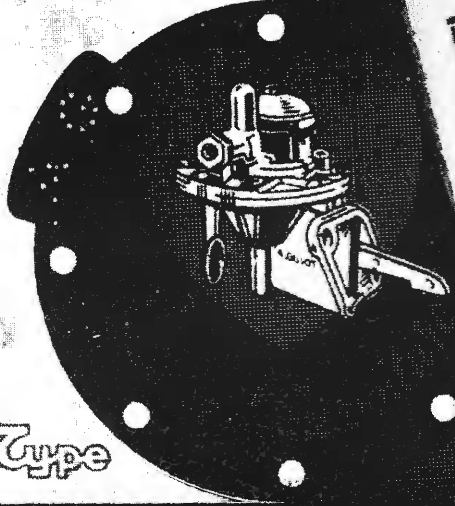
HV

Mark # is:-

48980



JEU DE M
POUR POMPE



Type

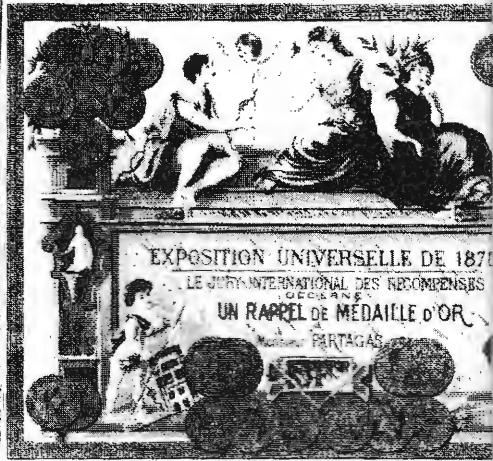
K7

A. GUIOT

Page 1.

VEHICLES (EXCISE) ACT
REGISTRATION BO
FOR A
Mechanically Propelled Road Ve

- Read carefully the following Instructions
1. Upon the first issue of this
 2. KEEP



SYNDICAT D'INITI
de MONTREUIL-SUR-

Visite de la C

ENTREE : No
2,00 F

- Ne quittez pas notre vieille
- L'Eglise St-Sauve
 - Tableaux et précoc
 - La Chapelle de l'

CAUTION

ated
ctory
ehicle

FADS 11/81

1/25 a side-up

SW 89