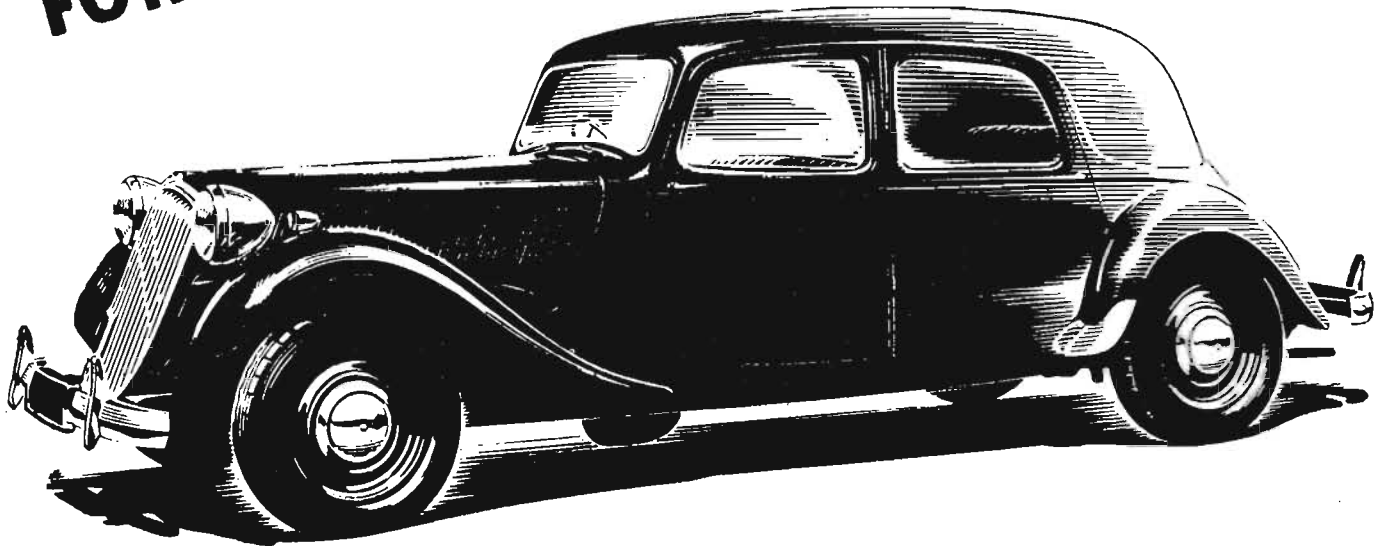


FOR TRAVELLING **FAR...AND FAST**



What "The Autocar" says about the CITROËN SIX

"It is lively, eager, purposeful, feels taut and solid, allows no side sway whatsoever, and travels up to a maximum exceeding a genuine 80 m.p.h. with the same aplomb as it displays in the fifties. . . . Ordinary main road slopes

are taken mostly accelerating or holding the 60 to 70 m.p.h. which it could obviously maintain all day. . . . Over icy roads, the driver found himself able to virtually disregard the conditions."

The 2.8 Litre Citroën "SIX" has the famous Citroën features of design including: INDEPENDENT FRONT SUSPENSION · TORSION BAR SPRINGING · INTEGRAL CHASSIS and BODY · DETACHABLE CYLINDER BARRELS and FRONT WHEEL DRIVE.

CITROËN

SIX SALOON

Four door Saloon £1131 . 11 . 8 including P.T.

"LIGHT FIFTEEN" Saloon £761 . 0 . 7 including P.T.

CITROËN CARS LTD., SLOUGH, BUCKS.

Phone: Slough 23811. Grams: Citroworks.

Floating Power

Volume Two Number Five

October Nineteen Hundred and Seventy Seven.

We seem to have been to quite a few events since the last time that I put pen to paper, amongst them the Classic Car Concours at Weston Park, Staffordshire, and the TOC French Picnic in Sussex. We hope to have pictures of both these events in the next magazine, with some very impressive shots of the (male) editor minding the club stall in top hat and tails, having come on to Weston Park from a wedding. The traction was also decked out in white ribbons, and used to drive the bride on a tour of the village before the wedding – the rust spots are rather unfortunately evident in the photographs that we have seen! I don't know whether other people have noticed the different "rust rates" between English and French cars, but it certainly seems as though the latter last a good deal longer. (Is this our innate prejudice in favour of French tractions coming to light once more?) In fact, the English cars were made from different gauge (English) steel, which was shipped out to France and the completed body pressings re-imported; I think that this difference might account for some of the puzzles about the relative durability of the bodywork, together with the kinder climate that many of the French cars would have endured.

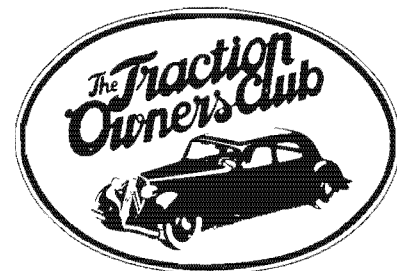
We were very lucky with the weather for the picnic at Cooksbridge, and a very good time was had by all, with Mr. Bibendum in attendance. The usual vast amounts of nosh seemed to spring from nowhere, with even a "Citroen" cake; two people much appreciated were James Swinburn, who made a very welcome addition to the bar in the shape of a large quantity of lager, and Cathy Hayes, who turned out the most delicious crepes during the afternoon, and all done on a Camping Gaz ring! Mark Konieczko won the prize for the most appropriately turned-out car and driver (in his case a tricolour car), and David Brandon was judged to be the most French-looking person around. Chris Atkins turned up in a very nice little Renault 850, and there was also a Ford Pop. present – it was good to have these "extras" join us, and the Renault particularly attracted quite a bit of attention. There was also a very nice Austin Healey on the outskirts, the owners having hoped to attend in their traction.

At last – news of spares policy! Not that it is very optimistic ...

We had a final response of about 25% of our UK membership, which, even bearing in mind that not all our members actually own tractions, is pretty low, and not the sort of response that we can really base going ahead with some sort of formal club

spares shop set-up. Thank you very much to those people who did reply, all of them, I might say, supporting the idea, and I hope that your effort will not be wasted. We are now looking much more carefully at the idea of the possibility of eventually sharing in the manufacture of obsolete parts with the European and Antipodean Clubs, and in the meantime, any member who is stuck for spares can contact John Gillard for help. Members of the committee still make fairly regular trips over to Holland, and can arrange to bring back any part from the Dutch Club Shop that you might want, if you contact somebody on the spares committee. The difficulty is that obviously most people do not want and cannot afford to buy spares that they might need in the future, but have no immediate use for: on the other hand, there are many bits that in the next year or so are going to become almost totally unobtainable. If you have any suggestions beyond the plans that I have laid out here, we should be very pleased to hear from you, and if people who did not respond to the questionnaire feel even at this late stage that they would like to rectify that, it can only help us in planning for the future.

Finally, news of very favourable insurance rates from Chris Wilson, who has written to us telling of his £26 fully comp. cover with Sun Alliance. There are a few conditions that go with this policy, which is designated for owners of old cars who do not use them all the year round, but they are all very lenient. Sounds well worth going into ...
G.W.



Don't forget our Christmas Nosh-Up ... details elsewhere in this issue.

ADVERT SURVEY

This actual page of classifieds never of course existed in the form reproduced here; it is, however, a compilation of the most interesting small ads. that appeared in 'The Autocar' of 1952/3, and besides being a drooling five minutes' reading, present a number of oddities that it would be interesting to research further.

Apart from the obvious, "Where are the 24 roadsters and ten coupes sold in those two years now?", the most interesting question concerns the dates of manufacture of some of the cars offered. The 1945 l.h.d. roadster, for example — excepting the batch of Sixes mentioned in issue No.3, no post-war roadsters are on record as having been made. The same is the case of the Light Fifteen built in 1942 (under

permit), the 1940 coupe, and we have been given to understand that no Slough Sixes reached the public before the war — yet here are three!

The accessories are astonishing in their diversity — superchargers for Sixes, twin carbs on all models, Cotal electric gearboxes and other four-speeders, Jackall systems, lightweight wheels of all sorts, high compression heads, the list is endless. And what are the 'wing extensions' that are mentioned? Just spats, or modifications like on the Brices' car (see Vol.2, No.3). Speculation, anyway, is futile, since most of the machines, with the exception of the '40 Big 15 roadster which now belongs to Fred Anells, probably ended their days like this ...

1947 British saloon, black. Cotal 4-speed over-drive gear box, radio, heater, screenwash, loose covers, Fram, spotlamps, special French coilings, reversing light, oilcoil, extra instruments, taxed year, particularly fast and economical, first-class condition throughout. £750. terms, etc.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045]

1915 de luxe drop head coupe, 1940, an opportunity to acquire this rare model, new engine and hood 1951, interior occasional seats, flashing indicators, inset rear lights, many extras, immaculate condition. £575.—Sax. 143, Crickelewood Lane, N.W.2. Glia. 8142 [3489]

£495—Citroen Light 15, the very scarce and desirable de luxe Roadster model, 1939 series, attractively finished in dove grey with maroon wings and maroon hood, mileage 4,200 only since extensive engine overhaul and fitting of new tyres, a delightful car to drive with a performance second to none.

£395—Citroen Roadster, 1939 model, pastel blue with grey wings, grey leather interior and hood to tone (only just fitted brand new), Ace Turbo discs, chromed windtones, fog and passlights, one of the most elegant roadsters in the country with a superb and strictly economical performance.

1939 (July) Citroen Roadster, very attractive car, good performance, new tyres, etc.; £325 or near offer.—Cutler, Barn Cottage, Walberton, Arundel, Tel. Eastergate 367. [3303]

1940 Citroen Light 15 coupe, Grand Luxe, extremely attractive and fast motorcar in excellent order; £395.—Richards & Brown, Ringers Rd. (off High St.), Bromley, Kent, Ravensbourne 6479 and 2322.

1940 25hp 6-cylinder grand luxe saloon, magnificent specimen in equal to new condition, black, brown hide upholstery, twin horns, pass lights, completely checked and carrying our usual guarantee, outstanding car with a superlative performance; £950.

1942 (supplied under permit) Citroen saloon, in black with large chrome discs on light-weight type wheels, beige leather and fawn carpets in excellent condition, fitted Motorola radio and heater, identical to the immediate post-war model, taxed; £495, terms at £135 deposit if required.—Rudd, Ltd., 65, Victoria Rd. (opposite Central Station), Worthing 4635. [2303]

£333!!! Citroen Roadster coupe, this vehicle having post-war looks and performance represents outstanding value at this price; 3 months' guarantee; hire purchase, exchanges.

1949 model Citroen Light 15 saloon, first registered December, 1948, body recently recellulosed French racing blue with cream wheels, two owners only, approximately 58,000 miles; £425 o.n.o.—Rowell, 63, Cadogan Place, London, S.W.1. Slo. 5430 [6879]

1948 15hp French model Citroen, r.h.d., 4-speed gear box, leather upholstery, taxed year; £495.—Woking Motors (Maybury Hill), Ltd., Woking 1928.

£295—Citroen Big Six saloon de luxe, last pre-war car made, identical with and performing as good as 1948 model, magnificent irreplaceable specimen; 3 months' guarantee; hire purchase, exchanges.

495 gns.—Citroen 12, July 1939, roadster coupe, gun-metal, maroon leather, new hood, unworn tyres, recent engine overhaul, carefully used, exceptional condition, taxed; terms, exchanges.—Rowland Smith.

!!! Citroen 1948, new engine approx. 5,000 miles, special wing extensions, radio, twin passlamps, oversize tyres, etc., etc., black and red, director's car, specimen.

CITROEN roadster Light 15, new engine 1951, mileage 33,000, one of the best of its type; £295.—

1940 Citroen Light 15hp Roadster, first class mechanical condition, resprayed, fine specimen; £400 or nearest.—J. Simpson & Son (Eng'rs), Ltd., Luton, Beds. Tel. 5851-2. [7635]

1949 (June) Citroen 6-cylinder saloon, 2 colour black and maroon with red upholstery; this is undoubtedly the finest 6-cylinder Citroen in existence, equipped as follows absolutely regardless of expense: radio, heater, twin spot lamps, twin tone chrome horns, badge bar, screen washers, 3 sets flashing trafficators, reversing light, Fram, special filler cap sports coil, automatic upper cylinder lubrication; this wonderful car must be seen to be appreciated; sacrifice at £625; part exchanges; hire purchase.

1947 model Light 15 sliding roof saloon in showroom condition throughout, finished in black cellulose with beige-brown leather upholstery, unworn carpets; the whole car reflects the care that has been lavished on it to maintain it in perfect condition; several extras fitted include sprung steering wheel, overriders, heater, water thermometer, radiator blanking blind, etc.; latest type Monroe-Woodhead shock absorbers, Alpine wheels; maintained by suppliers since new, taxed; price £695; terms arranged.—K. N. Rudd, Ltd., Ivychard Rd., Worthing 4635. [2158]

£398—Definitely different 1939 Citroen light 15 French model, but r.h.d., super modern saloon, fitted twin carbs, Marshall headlamps, Pye radio, Dunlopillo upholstery, twin mirrors, 2 spotlamps, unworn tyres, an opportunity for the enthusiast.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

MARBLE ARCH MOTOR SUPPLIES, Ltd., High St., Watford, offer 1948 (July) Citroen Light 15 de luxe saloon, black, with red leather, low mileage and fitted many extras including Jackall system, extended breather, demisters, spotlight, Auster side panels, tyres new, taxed to end of year, superb condition, full guarantee. £850; terms or exchanges.—Tel. Watford 4491.

1948 Citroen Light 15 saloon, high compression head, twin carburetors, 4-speed gear box, 25 mpg, heater, twin spot lights, leather, appearance almost as brand new, most amazing performance, definitely an enthusiast's car; £495; trade enquiries welcomed; 3 months' written guarantee; service after-sale; exchanges deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular, Cross Rd., 3 minutes Trolley East Finchley Tube) Finchley 0052-.

TANKARD & SMITH, Ltd., offer 1939 Citroen 15 two-seater roadster in cream and red with grey leather, in appearance as new, mechanically open to any examination; £450; three months' written guarantee, also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4081/2/3. [6591]

'39/40 Light 15 Roadster, two owners only, in lovely condition, new hood, tonneau, brakes, clutch, transmission, £100 just spent, 6 wheels, taxed; £350.—Major Rudd, Haven, Itchenor, Chichester.

1937 Citroen 12 coupe with dickey, new hood, tyres, battery, recellulosed, maroon; £350, H.P. possibility.—55, Carbery Ave., W.3. Acorn, 3320.

1938 Citroen 12 fixed head coupe, impeccable condition throughout; bills for £280 spent; £225.—Bertram Cowen, Ltd., Hermitage Lane, Streatham, Pol. 2100.

1952 Citroen 6, quite outstanding example, 1991 fully overhauled throughout, radio, Michelin X, twin SU carburetors, many other extras, black; £415; terms and exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgravia 3711. [C3045]

1939 Citroen 15 drop head coupe, new hood, exceptionally attractive, mechanical; excellent; £245, terms, exchanges, 3 months' written guarantee.—Bath Road Motors, Bath Rd., Chippenham, Gough, Burks, Tel. Bunnham 705. [C1101]

1939 roadster Light 15 drop head, colour cream, fast and comfortable, recently gearboxed, taxed for the year; view Leicestershire; offers invited.—Tel. Melton Mowbray 533. [9833]

1939 12hp Roadster, metallic grey (new), recellulosed engine and very extensively overhauled, believed the best pre-war example of this popular and scarce model available; £395.

CITROEN 1940 six-cylinder saloon, similar to post-war car, fitted radio, taxed, excellent condition; £795.

ROADSTER, June 1939, for sale; colour fawn with leather hood, new tyres recently, spare unused, extras include Marchal headlights, twin pass lights, flamethrower, twin tone horns, twin rear and reversing lights, heater, two defrosters, spotless chrome throughout, taxed for the year; price £295.—P. Weaver, Burton Rd., Melton Mowbray. Tel. 533. [3177]

1953 Citroen 6, finished maroon with real leather interior to tone, this low mileage, one owner car is without doubt the only one available on the market, purchased new from us by local enthusiasts, maintained and serviced regardless of cost, special features are incorporated in this car amongst them: Arnott blower giving a maximum speed of near 100mph, an attractive car which can only be described as in brand new condition, loose seat covers and many other extras, cost new over £1,700; £575.—Wallis Son, Ltd., 121, Chesterton Rd., Cambridge. Tel. 3772 [1112]

1948 15hp French model Citroen, r.h.d., 4-speed gear box, leather upholstery, taxed year; £495.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [C1024]

LIGHT 15 1948, maintained regardless of expense in perfect condition by enthusiastic owner, coachwork in unmarked desert sand with special high grade red leather, just completed major check by Citroen distributors, who pass this vehicle as 100%, many extras include Masteradio, heater, sunshine roof, wing extensions, water gauge, etc.; price £795; terms available, exchange Silverstone Healey in similar condition.—Rudd, 65, Victoria Rd., Worthing 4635. [7577]

CITROEN 12 1938 model fixed head coupe, beige, very good condition, new engine just fitted; £350 or nearest offer.—Ellis, Shotts House, Healey Rd., Ossett, Yorks. [1256]

1951 Citroen Light 15 de luxe saloon; this is a genuine one-owner example and has well over £100 worth of extras including 4-speed gear box and tuned engine which gives 70mph in third and 85mph in top and greatly improves the delightful qualities of these fine cars, fitted twin chrome passlamps, radiator blind and thermometer and heater, screen washers and other extras too numerous to mention, the mileage is 21,000 from new, the colour is aluminium with maroon leather interior, all in superb condition throughout, any trial or examination; £595, terms, exchanges.

1940 Citroen Light 15 grand luxe roadster, recent front end overhaul, including new crown wheel, finished in metallichrome green, taxed year; £250; terms; exchanges.—Hart's Motors (Markyate), Ltd., High St., Markyate, Herts. Tel. 384. [7555]

BARTLETT—Citroen 1948 saloon, special twin carburetors and manifold, 4 speeds, radio, Fram, sports coil, twin spotlights, etc., etc., red upholstery, paintwork unmarked, new tyres; £475.—27a, Penbridge Villas, W.11. Bayswater 0523. [C1013]

ROADSTER 12, in exceptional condition and unrepeatable at £265; terms and exchanges.—Oscar Moore, 204, Ballard Lane, Finchley 2920. [2648]

£345!!! Citroen Light 15 special roadster, opportunity, work unblemished, magnificent performance, three months guarantee; hire purchase, exchanges.

CITROEN 15 Roadster, 1940, just repainted metallic grey, drive and steering pivots recently replaced. £325.—Box 7497. [3619]

£145!!! Citroen Light 15 roadster coupe, 1938, metallic grey, red hide (just recellulosed), twin-carb. engine, front-wheel drive, extremely fast, must appeal to enthusiasts.

1940 Citroen Roadster, 12hp, black, absolutely immaculate; £325 o.n.o.—Rhodes, Biddulph, Staffs. Tel. 3263. [7663]

£220—1436 (Dec.) Citroen fixed head coupe, £125 sparek Nov., 1952.—Box 1645. [12507]



1948 Citroën Light 15 saloon, high compression head, twin carburettors, 4-speed gear box, 25 mpg, heater, twin spot lights leather, appearance almost as brand new, most amazing performance, definitely an enthusiast's car; £495; trade enquiries welcomed; 3 months' written guarantee; service after-sale; exchanges deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes Troley East Finchley Tube). Finchley 0052-12505

1953 (September) Citroën Big 6 saloon, the finest we have ever seen, complete with Alexander Laystall conversion, twin down draught Solex carbs, compression ratio raised to 7 $\frac{1}{2}$ to 1 by Laystalls, Michelin tyres, taxed for year, a genuine 24,000 miles with only one owner, fog and reversing lights, front door wind deflectors, and loose covers, sunset grey coachwork with red upholstery; this car is absolutely unmarked and requires a genuine and fastidious owner; £565, deposit £188.—128-132, Manor Park Rd., Hatfield, N.W.10. Elgar 2707. [C1117

1939 (July) Citroën Roadster, in superb condition, open R.A.C., A.A. examination; £325 or nearest offer.—Cutler, Barn Cottage, Walberton, Arundel, Te., East; rate 367. [2417

DROP head Light 15 Citroën, good condition; can be seen London; sale due to new car; £450 or nearest offer.—Brecknock, Quinces, Liphook, Hants. Liphook 3158 (evenings); Petersfield 239 (day-time, week-days). [2505

£265—1938 Citroën long chassis super modern Light 15 7-seater saloon, original condition.—Bray Motors, 183-184, West End Lane, N.W.6. Hampstead 6490. [C1024

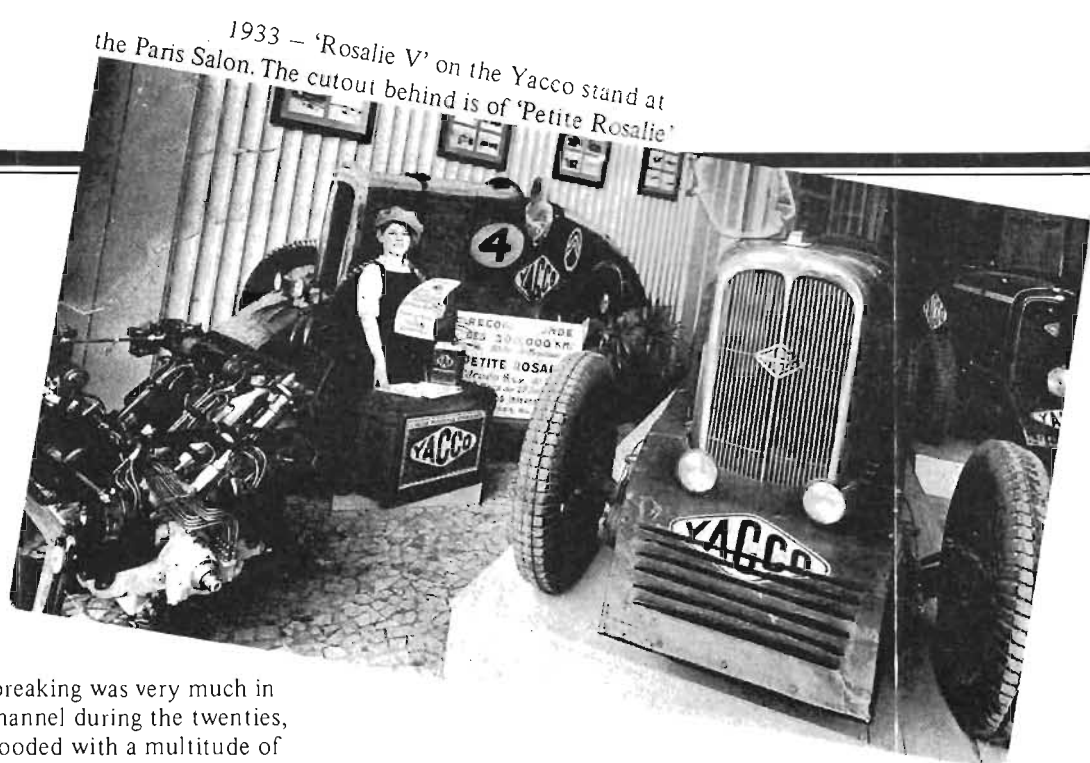
1939 Citroën Roadster 12hp, condition equal to well-maintained post-war, Jewelestent steel grey, red leather, new tyres, probably the best example on offer; open A.A., R.A.C. inspection; £345.—Barn Cottage, Walberton, Arundel, Sussex. Tel. Eastgate

1939 Citroën 12hp drop head coupe, £200 mechanical overhaul this year, now completely recellulosed, fitted new hood, carpets, etc., an exceptional car; £275.—Kirkdale Cars, Cobbs Corner, Sidenham S.E.26. Svdendam 6129. [C2068

1945 Citroën 15 l.h.d. roadster, green, first class condition; £215.—Central Newbury Motors, 1,4, The Newbury 2009 [C1157



THE YACCO ROSALIES



1933 – 'Rosalie V' on the Yacco stand at the Paris Salon. The cutout behind is of 'Petite Rosalie'

Long-distance record-breaking was very much in vogue on both sides of the channel during the twenties, the post-war market being flooded with a multitude of small manufacturers vying with each other for the publicity that success in this field afforded – however short-lived or obscure the laurels achieved. As the competition progressively became fiercer, after every major manufacturer had at least some records to its name, the costs involved in organising these long-distance endurance tests became disproportionate to their publicity value. Although André Citroën could attribute to a large degree his early success to the use of sophisticated publicity techniques, he was reluctant to join the scrabble for records, especially after the Depression. It is therefore all the more paradoxical that in the thirties a phenomenal catalogue of long-distance 'firsts' should have been accredited to the marque – some of the more impressive of which stood a full thirty years, until 1965!

These runs were all to the credit of the French lubricants firm of Yacco, founded in 1920; by 1931, this relatively small concern had achieved an important breakthrough in their laboratories in the stabilisation of the hydrocarbons in contemporary oils. In order to bring their new product to the public's attention, and to establish for itself a high reputation in the shortest possible time (they were competing with much older-established names), they decided to invest in a series of promotional high-speed runs. These turned out to be so successful that they trade on their slogan 'L'huile des Records du Monde' to this very day on the basis of these early forays!

A Citroën 'C6' was chosen for this first run; introduced two years earlier, it had a reputation for reliability and had already participated in endurance trials to good effect. As they were aiming for official international records, the runs had to be organised under the aegis of the then official controlling body, the A.I.A.C.R. The conditions laid down were rigorous – every lap to be timed to the nearest fifth of a second, no allowance was made for stops of any description and a strict limit was placed on the number of parts it was permissible to change. Pistons, bearings, cylinders, crankshaft, camshaft, gearbox, chassis and front and rear axles were excluded from this list of replaceable components. As to those repairs allowed, it was further specified that only parts carried in the

car for the run could be fitted, only using tools in the car. Not a gasket or single split pin was to come from outside.

There were two sorts of records aimed at – the International ones, which were divided by the A.I.A.C.R. into eight categories according to capacity, from 350 cc. to 8 litres, and the World records, which made no such distinction. In the former case, the 'C-6' was in the 2- to 3-litre class, 'D'. The standing International long-distance record was held by Voisin's 1930 effort (Fig.1), also Yacco-sponsored. This sleeve-valve six had maintained 75 m.p.h. for 50,000 kilometres between the 7th. and the 24th. September of that year.

The C-6F that Yacco bought was modified and rebuilt in the Issy-les-Moulineaux workshop of César Marchand, who was to be the chief driver and who had assembled a team of four others – his brother Lucien, Raphael Fortin, Marcel Combette and Le Roy de Présalé – who were each to do 500 kilometre stints at the wheel. The origins of the 'Rosalie' nickname given to this first car and its successors are unfortunately forgotten, but this anonymous baptism was to be applied familiarly to all the production r.w.d. Citroëns of the time.

The Montlhéry Autodrome was booked for the 22nd October – 222 hours later, 14 Class 'D' records had fallen, including the long-distance records from two to nine days inclusive. The major Voisin record still stood, however, since the car had covered only 23,400 kms., whereas the former held the 25,000 km. one. Undaunted, the Yacco directors authorised the purchase of the then new Citroën chassis, the C-6G, in 1932. The skimpy two-seater pointed-tail aluminium body was transferred to this from the first car, together with the tapered radiator fairing. Only the signwritten streamer tied across the front dumbiron fairing distinguished the two from the outside. Rosalie 2 began its marathon on the fifth of March of that year, and this time, they hit the jackpot for the first time – for the car remorselessly circled the autodrome until the 29th April, a full fifty-four days!

The machine had covered 135,000 kilometres at an average speed, inclusive of stops, of just under

65 m.p.h. (114.064 km./h.); six years' normal mileage had been compressed into a few weeks. This time, not only International records toppled, but World ones too – 80 of the former, and 50 of the latter. No repairs had been necessary, and there had been but one oil change, at 70,000 kilometres; considering the state of oil technology in 1932, long before the era of any sort of multigrade, this was quite a stunning reflection on both the oil used and the durability of the mechanicals. Contemporary commentators deduced that the car should have a useful life of not less than twenty years in production form, were it not for the vagaries of fashion in styling.

As soon as the World 100,000 kilometre record was taken, Rosalie 2 had been brought to a halt, and with all the attendant publicity surrounding the attempt as it drew to what was thought to be its close, André Citroen took an interest himself for the first time. He hosted a celebration lunch at the Autodrome itself, during which he announced to all present: "Gentlemen, why, after all, have we stopped 'Rosalie'? Has she shown us all that she is capable of? Why not let us continue? I'll tell you what, here and now I offer one million francs prize to the constructor who can beat the distance 'Rosalie' will have covered by the time she is forced to stop". His audience were, of course, completely stunned, but within a few seconds, amid cheers, César Marchand's team had risen from the table in order to rush her back onto the track again. The timekeepers took up their positions, and the car carried on for another thirty thousand kilometres! Afterwards, Citroen is said to have confided to his associates that he had made this extravagant offer to throw down the gauntlet to Louis Renault, the arch-competitor from Billancourt, but Louis didn't take the bait.

On that final fifty-fourth day, after having done the equivalent of circumnavigating the world five times, the car misfired and coasted to a halt; the 'celeron' distributor drive pinion had given way, and no spare was carried on board. In any case, they had run out of replacement water hoses. Each wheel had turned more than 50 million times, the crank four times as much. The car was put back on the road for a grand total of 168 francs – and labour charges accounted for more than the cost of the pinion and the gasket together. This valiant little machine didn't, unfortunately, survive. It had to be dismantled to allay the suspicions of skeptical scrutineers – they found no piston (remember each one had covered more than 40,000 kms. up and down its own barrel!) more than $\frac{5}{100}$ ths of a millimetre worn!

It was this achievement, then, that softened Citroen's attitude. Previously, he had thought little in terms of any kind of competition, even disapprovingly when he first heard of Yacco's first effort. He maintained that he was in the business of producing reliable touring cars, cars to be regarded as tools for the convenience of everyman, and that this image was incompatible with any sort of racing or sports car venture. Business man he was, though, and the rapturous publicity soon convinced him otherwise. He even went so far as to accept a 'lap of honour' in the

mended car; but unlike Renault, he was no driver, and came to a juddering stop after a few hesitant and jerky swerves. As a more tangible token of his approval, he pressed into the begarlanded Marchand's hand a voucher to choose any new car from Quai de Javel!

Nobody accepted the potentially lucrative challenge Citroen had made at the abruptly curtailed luncheon, so, undeterred, he contacted Dintilhac, Yacco's founder-director, and proposed a joint venture to sponsor another César Marchand attempt. This time they were to use one of the new generation of chassis, and this time not a six – a humble '8-A', the type that had replaced the 'C-4' in 1932. This again was stripped and checked in Marchand's works and endowed with a similar streamlined rudimentary two-seater body, with a more elongated tail but no fairing over the grille, and given the name 'Rosalie 4'. Nothing is known of the proposed Rosalie 3 which this number infers preceded it.

This was the car that was to be immortalised under the affectionate title of 'La Petite Rosalie', the subject of thousands of Citroen tinsplate models, acres of advertising copy for the firm, and the keystone of Yacco's image. In addition to the original crew of four, Marchand had recruited Robert Bodecot, Edmond Bertaux and Alphonse Vaillant; each were to drive in five-hour stints. Whereas the previous cars had been in Class 'D', the fact that '8-A's were of 1463 c.c. dropped 'La Petite Rosalie' into Class 'F'. Essentially the same rules applied as regards the carriage of eventual spares, and behind the seats were stowed:

40 spark plugs	41 piston rings
3 valves	1 spare wheel
3 Tecalemit greasers	3 petrol hoses
2 petrol pumps	6 radiator hoses
1 distributor	1 valve collet
2 fan belts	6 dynamo brushes
1 oil pump	1 spring hanger
1 'Floating Power' spring	19 spring leaves
2 damper brushes	2 headlight bulbs
1 Bendix damper	1 headlight lens

The conditions under which this run was to be undertaken were less ideal than for its predecessors. Admittedly, the second car had stopped running during the momentous luncheon, but this was only for an hour or so. In 1933, things were different for 'Petite Rosalie', for the Autodrome was already booked on several occasions – three hours for the finish of the 'Tour de France Automobile', seven hours for the final of the French championship cycle race, eighteen hours for practice sessions for the French Grand Prix, and nine hours for a Ladies' Automobile event. This represents a total of 42 hours which were, of course, under the rules not deductible from the overall running time; the car's eventual average was thus reduced from a true 95.5 k.p.h. to 93 k.p.h.

The car started its run at one thirty in the afternoon of the 15th of March. Three days later, there was a particularly heavy snowfall, and it was six hours before the car could resume its attempt; by the 6th April, 50,000 kms. had been covered at an average 59 m.p.h., and by the time forty four days had elapsed, it had been driven 100,000 kms., and inexorably the miles were clocked up and the days went by. On the



La famille "Rosalie"

1931
14 Records internationaux



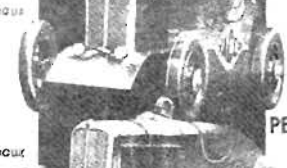
ROSALIE I

1932
50 Records du Monde
81 Records internationaux



ROSALIE II

1933
106 Records du monde
151 Records internationaux



PETITE ROSALIE

1934
28 Records du Monde
50 Records internationaux



ROSALIE V

1934
7 Records internationaux



ROSALIE VI

1934
5 Records internationaux

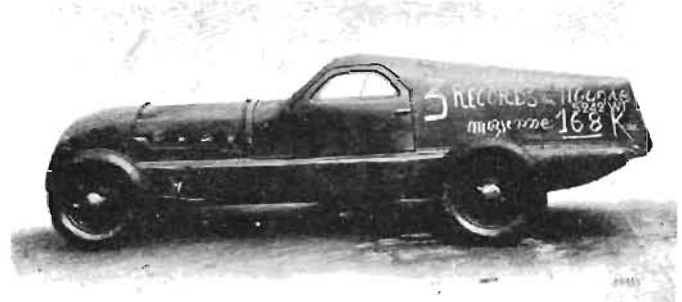


ROSALIE VII

**utilise et recommande
exclusivement**

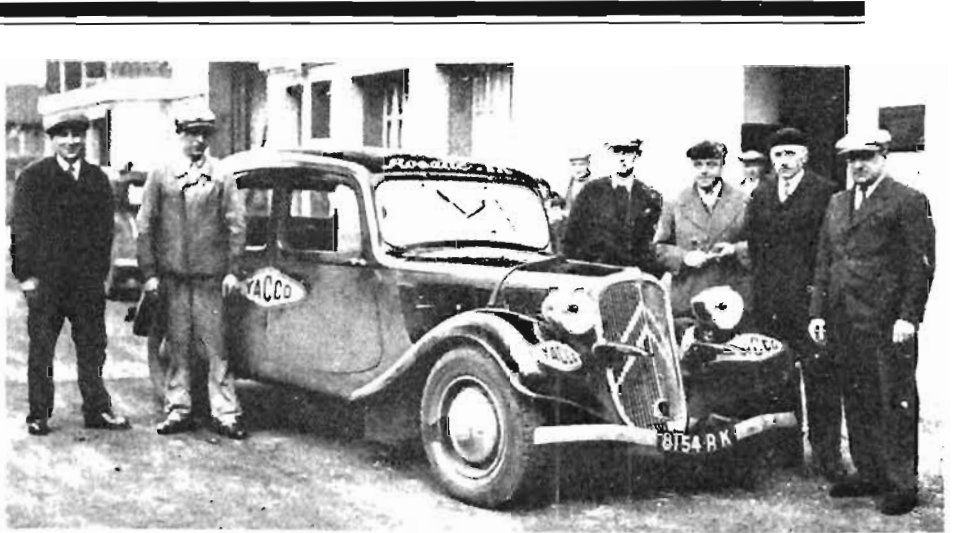


L'HUILE DES RECORDS DU MONDE

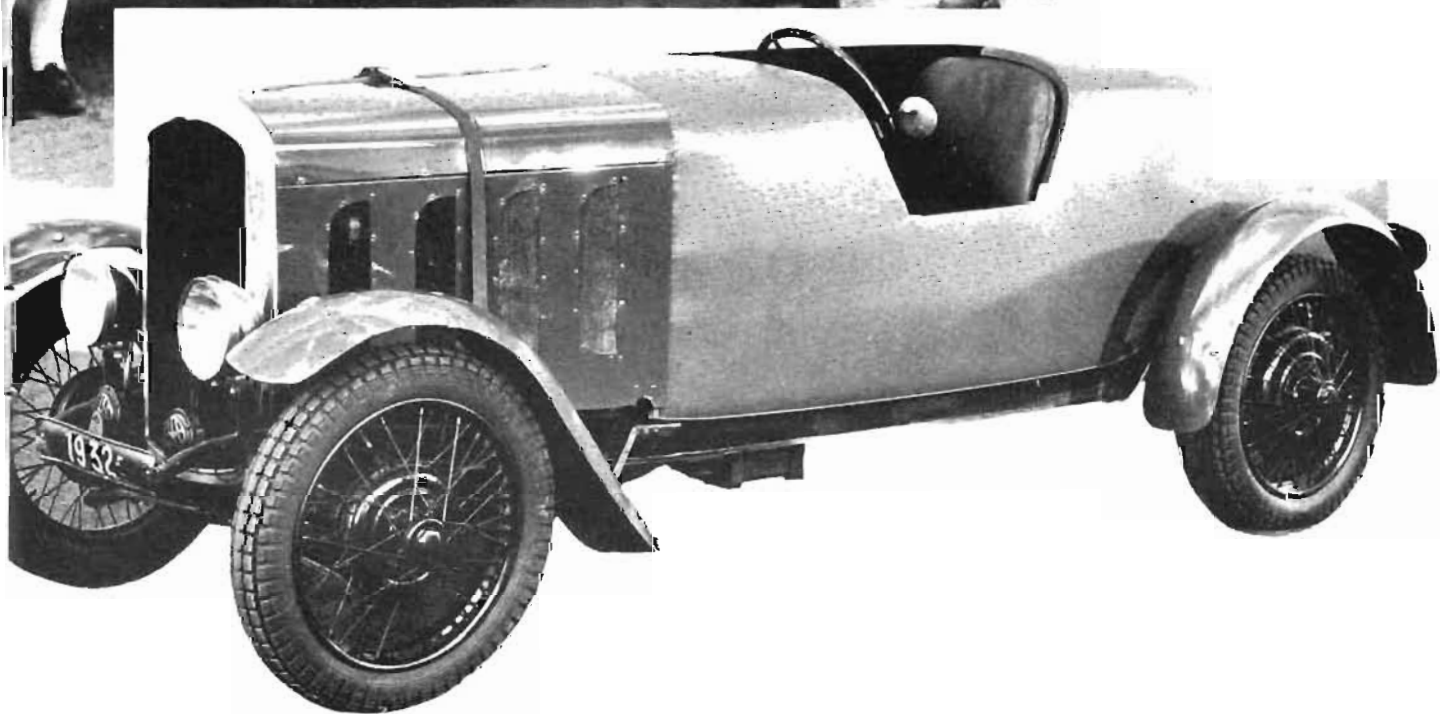


COMPETITION NERVASTELLA.—This Renault straight-eight coupe averaged 101.98 m.p.h. for 5,000 miles at Montlhery in 1934. After winning such important early races as Paris-Vienna in 1902 and the first French GP in 1906, Renault did just sufficient record-breaking between the wars to ensure that their name was not overlooked in this field. In 1956 Renault took twelve car records at 192 m.p.h. and today they have associations with the F1 Matras and finished 1, 2, 3 in the Monte Carlo Rally in the guise of Alpine-Renaults.

1935 Yacco publicity leaflet; for purposes of symmetry, 2 of the cars are shown in reverse



Just to show another aspect of Yacco's involvement; 'Claire', a V-8 Matford with which these four determined ladies took some 25 records. What a monstrous, whale-like machine it seems compared to any of the 'Rosalies'!







27th July, 133 days later, sensing impending mechanical disaster, 'La Petite Rosalie' was brought in having been thrashed for just under 300,000 kilometres at an average speed of 58 m.p.h. This is the record which still stands. The whole episode was wildly successful – over a hundred World records and nearly two hundred International records had fallen, and it prompted André Citroën, secure in his elation, to offer publicly three million francs to any manufacturer who could cover the distance any faster.

Resplendent in French racing blue with black chassis and white wheels and a large black 'four' in yellow circles on its flanks, the car was taken to Quai de Javel's research department and stripped down to the last nut and bolt for analysis. In order to provide a control example with which to compare it, a chassis was chosen at random from the production line; this gave rise to an erroneous legend, which the factory did nothing to correct, that 'La Petite Rosalie' itself was selected in such a way. A fifty-page report of incredible detail was prepared on the extent of wear and tear on the record car.

Concurrently with 'La Petite Rosalie', attempts were made on the Class 'D' record with a rebodied '15 Legere' six-cylinder (a sidevalve too, of course). This car, it appears, was regarded as much of a 'second string' should its smaller sibling fail. Logically enough, it was baptised 'Rosalie 5', and, painted in identical livery, was externally very similar to the four-cylinder, except that it had no number or 'Citroën' signwriting, and the front dumbiron fairing was crudely louvred. It was of course longer, and had five lateral bonnet flaps instead of four; its grille was adorned with a metal Yacco lozenge insignia. It ran solidly for a month, bettering 78 of 'Rosalie 2's' achievements, but Citroën, fearful of saturating the market with too much of a good thing, only chose to publicise the smaller car, letting Number 5 fall into oblivion.

Generally forgotten, too, is the sixth of the series, which deviated from the production cars more than any before it; this time, a single-seater built on a shortened and narrowed '15' chassis, looking very much the racer. Only the grille betrayed its workaday parentage. Finished in bright yellow with its rear wheels encased in aluminium discs, the body had a vestigial headrest fairing and a considerable power bulge in the n/s bonnet side, suggestive of the presence of a supercharger. Other than this, little is known – except that it worked! Not a long-distance car, it circled the Autodrome for two days in April 1934 at an average of 100 m.p.h. (nearly equalling the big straight-eight Renault coupe which ran in the same year). Its sister car, number eight, was to all intents and purposes identical apart from the fact that it was not equipped with a supercharger, and it had an aero screen. Considerably slower than the blown car, it nonetheless annexed 19 assorted Class 'D' records, covering 23,000 kms. in seven days of July 1935.

Whatever happened to 'Rosalie 7', you ask. There is a large picture of it zooming past the Montlhéry pits in our Vol.2, No.1 issue, for it was a 7 'S' (1911 c.c.) Traction coupé, devoid of its wings and sporting two small low-mounted headlights and a hefty bonnet strap. This creamy yellow and rather ungainly device

was categorised as a Class 'E' entry, and ran for six consecutive days in July 1934 at an average speed of 70 m.p.h. over 16,000 kms.; in the process, it beat 5 existing records and established 3 completely new ones. Its drivers were, in addition to the omnipresent Marchand, Bodecot, Fortin and Marcel Lecoœur, the latter being new to the team. On the fifth day, apparently, the average speed dropped markedly, and since these very early Tractions had a dubious reputation for reliability, it seems probable that the run was halted while the going was good.

The last 'Rosalie' of the series, No.9, was also a Traction, but this time a standard saloon, 8154 RK, and it didn't run at Montlhéry. By 1936, Citroën, bankrupted, was no longer at the helm, and with him financial involvement ceased – the most the Michelin directorate would permit was the very mention of the car's make (as in the case of the great Lecot). In spite of this attitude, Dintilhac approached the Citroën concessionaires directly for their support, as well as Yacco distributors; as usual, Marchand prepared the car. An IIAL, it bore its name in script above the windscreen, had a bonnet strap like all its earlier namesakes, and was equipped with the long hooded front signal lights of the type fitted to Lecot's car and the Monte Carlo Type 45 coach (see Vol.2, No.2). For some 66 consecutive days, it followed one of twenty different radial routes from Paris, thus covering 100,000 kms. – over 1,500 kms. per day. A similar exploit had been organised by Yacco/Marchand with a Peugeot 402 in the same year; in obvious imitation of the then renowned Citroën series, it was nicknamed 'Delphine 2'. Nevertheless, this run augured better for the Traction's solidity than Rosalie 7's ambiguous achievement.

There was to be no sequel to this last saloon, 'Rosalie'; between them, these legendary machines had to their credit a total of 541 records, a figure which in itself is a motoring superlative, since it was without precedent and is unlikely in the future to be equalled. It was entirely due to the single minded publicity bias of one of France's smallest oil firms, who did not, of course restrict their activities to Citroëns, but who exemplified a pioneering and independent spirit in their own right. If an equivalent in oil firms to Citroën's design philosophy can be found, it must surely be Yacco. It is certainly 'de rigueur' for those of our members who drive French Tractions to sport a 2-litre Yacco 'bidon' in the place provided on the near side of the engine; most coveted of all is the thirties rocker box filler cap etched with the famous lozenge in red! Just for the record ...

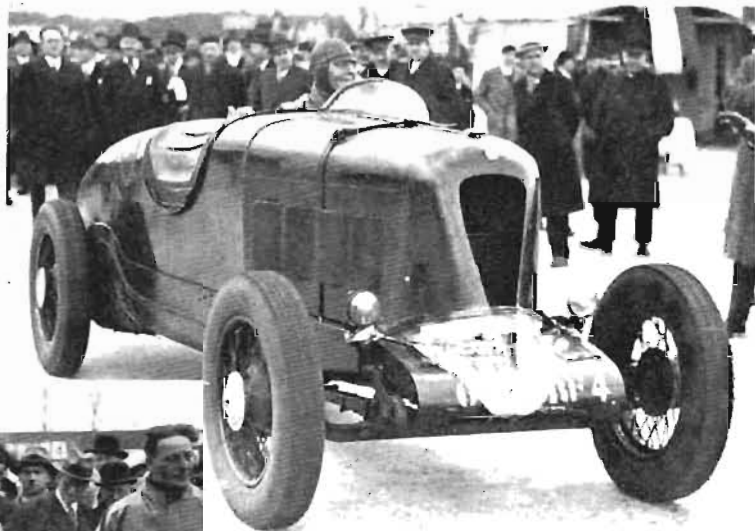


'La Petite Rosalie' during ...

'La Petite Rosalie' before ...



And 'La Petite Rosalie' after its epic.



Rosalie II is flagged away at the start of its marathon – César Marchand at the wheel.



1932 – 'Rosalie II' posing after its run; Citroën himself in the centre, the mechanical wizard Cesar Marchand on his right, and Yacco's Dintilhac on his left.

1930 – the Yacco-sponsored sleeve-valve Voisin at Montlhéry



GAUTRUCHE AND THE ALPINE TRIAL

The Traction does not have a particularly notable record in competition, for all its sporting handling. A few names achieved success, however, such as Eppendhal with his lightened Six featured in our first issue, but undoubtedly the most prominent campaigner of the model was Gary Gautruche, and his clean sweep of the 1949 Alpine Trial, the stiffest in the event's 11-year history, must rank as one of his most prestigious feats.

The twelfth 'Coupe des Alpes' was concluded at Nice in mid-July of that year after five days running over 1,830 miles of the most difficult mountain routes in Western Europe, with 35 major passes to climb and every possible difficulty in the way of tortuous, narrow roads, loose, rough surfaces, heat, cold, torrential rain and rapid changes of altitude, all aggravated by very taxing time schedules. Only 31 of the 92 starters arrived within the one-hour time limit at Nice, and of these only Gautruche, in his 'Onze Legere' fitted with twin carburetors, alloy wheels and four-speed box (see F.P. No.8) completed the whole course without loss of marks whatsoever. The event was regarded at the time as one of the most searching tests of endurance for drivers and cars which had been seen in recent times.

It started from Marseilles on the night of July 13. After a long and difficult night run over the Alpes Maritimes, only two-thirds of the starters arrived, and of these only half checked in on time. The second stage from Monte Carlo to Cortina eliminated hopes of a Coupe des Alpes for the entire entry except Gautruche, as penalties were variously incurred -- after a long day's run with the climb over Castellon to Turin and the high-speed run from Turin

to Bergamo and a final extremely tough scramble over the Pordoi, Lana and Falzarego passes, he was the only man to arrive on time. Donald Healey (Healey Silverstone) and Lesur (Renault) followed two minutes late and the next, a Bristol, four minutes later. Only 44 cars remained at this stage.

The third day's run over the Dolomite circuit was marked by serious accidents to two of the 2-litre Bristols, and Trilling (Jaguar) had a miraculous escape; when he handed over to his girl co-driver on the Passo di Rolle the car left the road on a sharp corner and somersaulted. It was badly damaged, but fell against a tree which protected the crew from injury, and after helpers righted the car they continued right through to the end of the rally. When the competitors got back to Cortina only 37 remained in the running and only 8 completed the course without penalty (cars more than an hour late were excluded). The fourth stage contained many long and difficult ascents, including a climb of the celebrated Stelvio with seven kilometres taken flat out and timed, but the average speed required in Switzerland was lower than the rest of the trial and some competitors were able to make up enough time to fit badly needed new tyres, change oil and make minor adjustments. Descellas, twice previously winner of the Coupe des Alpes was defeated by the breakage of a rear hub on his Lancia, and had a narrow escape when the wheel came off and smashed the wing. There were thus thirty-six cars left, only thirteen of which had arrived without incurring lateness penalties.

The final day's run was a timed ascent of the Col de Vars. When the final control closed at Nice, six competitors had completed the day without loss of marks -- Healey, Lesur, Monkhouse (Sunbeam Talbot) and three Tractions (Gautruche, Black and Gerakis). Although slower than Healey and the Aldington's Bristols on this climb, Gautruche, with a time of 7 min. 13 sec. had beaten by a large margin such potent opposition as a Healey Silverstone, Allards, Delahayes and H.R.G.'s which figured amongst the other class winners.



Marmonie's Vedette, Saisse's Delahaye, another Allard and a Lancia Aprilia convertible

Gautruche celebrating in Nice after the event



Armed with the new Healey Silverstone, Donald Healey won the 2-3 litre class

The organisers had set out to make this the most difficult motoring endurance test in the world, and evidence of their success was to be found in the broken cars strewn along the length of the route. Of those that arrived in Nice not more than eight were intact completely. The vast majority bore scars as evidence of their crews' determined efforts to keep the time schedules. Saisse's elegant Delahaye (see photo) was heavily scarred on both sides through contact with an American car which had blocked most of the narrow road. Marmonie's Ford Vedette in the same picture had had to swerve to avoid a child and wrote off the car. Damaged wings were common, and before checking in at the final control several competitors spent time pulling crushed panels back into position to avoid penalties. Potter's Allard, shown here, is an example. He was in trouble at the end of the first night when his passenger, apparently overcome by the ordeal, just disappeared. Peter Smith, whose own Javelin had been eliminated by an accident, climbed into the vacant seat at a moment's notice just before dawn to start the second stage, and saw the event through to the finish.



Potter's battered Allard



A crash on the second day badly buckled a wing, but the torn metal was kept away from the wheel and the car kept going. A skid on one of the mountain passes buckled a front wheel against a wall, and for some miles the car was driven with an inner tube showing, but hearty work with two sledge hammers restored the rim sufficiently to continue. It eventually won its class; with a 4½ litre V8 and a tall axle that gave 55 m.p.h. in first, he had made several fastest times, notably on the Stelvio and in the acceleration and braking tests at Nice, on the Promenade des Anglais. Gautruche does not figure in the results of this test, Traction honours being upheld by Stempfert; one of the Citroens, bereft of a reverse gear, had provided a comic interlude by having to be solemnly pushed backwards for the reversing part of the test by its crew.

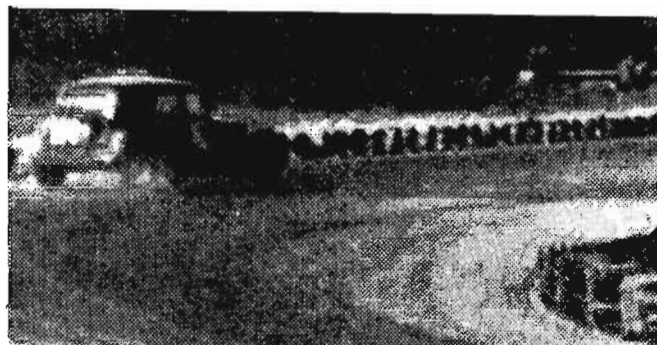
Betty Haig won the 1500 c.c. class in her M.G. TC. in adverse conditions; on the second day a front shock absorber bracket broke on the car, and the resultant axle judder limited maximum speed to 58 m.p.h. Despite this severe handicap, she avoided loss of marks by stepping up the speed downhill and meanwhile gave the Cortina garage a sketch from which they made a new bracket which she was able to fit on the fourth day. Monkhouse had skidded his Sunbeam Talbot into a ditch early on the last day and got it towed out by a passing lorry within seven minutes. The steering column gearchange, a horrific mechanism at the best of times, gave trouble, and for the rest of the day he kept going by getting out and changing gear from under the car at intervals.

Gautruche had his windscreen smashed by a stone flung by a small boy soon after he entered Switzerland on the fourth day, but he pressed on and made up enough time to have a new one fitted before checking in on time at Chamonix the same night. You will notice that the car is fitted with high-intensity Marchal headlights as well as the hideous Hillman-like grille cowl of the sort quite popular before the war.

Experienced racing drivers like Healey and Wisdom agreed afterwards that this particular event had been more arduous and hazardous than the Targa Florio or the Mille Miglia, and the fact that Gautruche and his Traction swept the board so convincingly reflects enormous credit on both man and machine.

Gautruche — A postscript

The traction maestro was not infallible, however, as this remarkable sequence graphically illustrates. The incident occurred two years after the 'Coupe des Alpes', during the 'Coppa Inter-Europa' race at Monza, when at this left-hander he lost control of the car, hit the bales, somersaulted twice and came to rest, uninjured, upside-down. The car is fitted with one of the current proprietary boot modifications for some unknown reason (remember, being 1951 it had to be a small boot version). I'm not quite sure I understand the transition from the car's attitude in frame one to that in the second frame; in the first, he must be



steering into, on left-hand lock, a tail-slide in the course of which manoeuvre the front wheels suddenly found their grip, swinging the car left into the bales, the side impact of which prompted the initial roll. Oh, well, even Homer nodded!

Classified

Sales, Wants, Miscellaneous, Toys and Books.

CLUB MANUALS for all models are available for loan from the Secretary, £1 p & p., together with a cheque for £20 as a deposit (returnable able of course).

For Sale

FOR SALE: An original and totally unrusty French Big 15. A big boot model, in sound everyday condition. About £800. Tel: Lewes 71849 or Brighton 400277.

FOR SALE: Have had a few Radwar-type spats specially cast in aluminium -- £25 per pair, + p. & p. Contact David Boyd on Berkewell 32363.

CITROEN FRONT DRIVE badge, with wings, plus early 2CV 375 c.c. engine and gearbox units -- offers? Brian Parodi, 16 Arley Road, Solihull.

LIGHT FIFTEEN handbook, post-war; only £1. D. Powell, 28 Birkholme Drive, Meirheath, Stoke on Trent, Staffs. Tel. Blythebridge 6479.

WANTED: Any basically sound body parts for my Slough Big Fifteen. Alan Sheldon, 75 Storres Road, Chesterfield. Tel. 69179.

FOR SALE: Slough-built Big 15, last MOT April 1977, low mileage, 4 new tyres, body good, chrome reasonable. The car shudders when pulling away from 1st. Many spares. £280. Contact David Bradbury, 12 Foxhill, Shaw, Oldham, Lancs.

WANTED: a pair of bumpers, rusty or otherwise, for a Slough built 1955 Light 15. Nicholas Fell, 33 Belvidere Street, Aberdeen AB2 4QS.

THE CLUB has for sale : Sets of four pistons and barrels (please state year of car), £65 inclusive of p & p. All orders to John Gillard, 19 Carol St, London N.W.1. Cheques payable to the Traction Owners Club.

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T.O.C. Christmas Nosh Up: on Monday, 19th December, at the Meantime Restaurant, Greenwich (very near the Cutty Sark). 8.00 pm. for 8.30 pm. Tickets £5 each, which includes a three course meal, coffee and one bottle of wine between four.

Dur to anticipated demand, we will have to limit tickets to two per member, but should you require extra please state so when booking, and you will be contacted on a first come, first served basis should there be any left.

Evening classes at Highbury Grove Institute, London, N1 in "Vintage Car Metalwork" (alias traction maintenance!) recommence on 20 September. Classes are run Tuesday 7-9.00 pm. at a cost of £2.50/term or £7.00 for all 3 terms.

Pub meetings each Tuesday at 9.15 pm. will resume at the Canonbury Tavern, Canonbury Park, N1. If you are interested in joining the class for the first time, or just want a chat, drop into the pub.

Whilst every effort is made to ensure the accuracy of the information and advice given in the technical articles in this magazine and the replies to readers enquiries, neither the Citroen Car Club, T.O.C or the officers and members there of or the authors accept any liability whatsoever for such information and advice.



