



Correspondence



The Spanish Rosengart described by Alan Smith

Dear Bob,

Spanish Special

Enclosed as promised, please find the Rosengart shots taken in Spain last year. Evidently the car, a full four seater with double duck hood, was registered in Madrid in 1937 as M61675, which just goes to show how few total cars, buses and all forms of motor transport had been registered in Spain's capital by that year. In Spanish towns the numbers on the registration plates relate to actual new vehicles. I have several brothers-in-law in Spain and they always register their new cars in the capital so as to make them seem to be big shots from the capital, although they actually live in provincial towns!

I believe that the Rosengart was imported into Spain new from the German factory, and from the evidence of its state of preservation it would seem to have led a very quiet life.

Basically the German factory seem to have taken the Traction tub and floor-pan complete with running gear and grafted on their own very elegant set of body pressings. Undereath, the original floor scuttle assembly is clearly original Light 15 down to all the mechanical details, but the wheelbase is considerably extended with all new (at the time of construction) underpinning at the rear. A quite remarkable feat of body pressing and assembly especially when one considers the considerable length of the rear hung doors. Looking through the elaborate grill slats of chromed mainly equal length strip, the original Light 15 gearbox, cradle and radiator are clearly distinguishable. I would love to know who did the design, as much of the presswork is so clearly reminiscent of Fiat 508C and even Alfa work of the period. Air extract from the engine compartment is taken care of via heavily chromed art deco quadruple flutings overhanging the extract aperture, effectively just as later 2CV's. This ornate and highly stylised motif is repeated for good measure in the door handles which seem to droop in sympathy! The interior is equally outlandish with, as far as I can remember, a dashboard unlike any utilitarian Onze Legere I have ever seen. Rear seating foot space is easily

comparable to the Big Six. Another Intriguing detail lay in the lettering on the hub caps reading "Traction Avant".

The shots were taken at a Navigation Rally in the extreme north west of Spain in a seaside port known as Pontevedra, with several other fascinating entries including a Chenard Walker of 1928 vintage, sporting all brass fittings, button upholstery and an eight spoke wooden steering wheel. The owner, an old gentleman who had crossed over the border from nearby Portugal, was asked by bystanders "What'll she do, mister", and instantly demonstrated a top gear take off of about 0-60 in 30 seconds, sending the locals scattering! Perhaps the most exotic entry was a horrible 'cut and shut' 8 cylinder Bugatti with two begoggled ancients crouching behind a makeshift pair of perspex aero-screens. To aid cooling, or because they had been been lost, the bonnet sides were missing and on tickover the engine sounded like a gravel mixer, with a blue grey cloud of exhaust fumes emerging in a steady stream at all time checks, the air only clearing when the clutch finally bit and with a rush they tore off to the next checkpoint (a far cry from my local circuit at Castle Coombe where I recently witnessed a similar Bugatti in full racing trim trouncing a brand new Morgan V8 - well, for the first 4 of the 10 laps!).

Hope that this may kindle interest in variations on Andre's fundamental concept. All good wishes to FLOATING POWER for the future.

Yours sincerely,
Alan Smith
Redland, Bristol

Dear Editor,

Once again I have been away on my travels but this time only as far as the big city, London. I went down to see some friends and to re-acquaint myself to John Gillard and Co. at the Arch. I had never been to the Arch before and the sheer density of parts and cars makes one blink with surprise on entry. John and Bryn made me most welcome, although

they were very busy, and answered all my questions with courtesy and understanding.

The reason for my visit to the Arch was very poor brakes on my Traction so the Fiat Panda was once again pressed into service and performed very well. While I was near Westminster I visited the War Cabinet Rooms built under the Government Offices to protect the Cabinet during the war years. These are well worth a visit as they are most interesting and beautifully preserved and restored.

On my way home I visited Rolls-Royce super enthusiast, historian and general RR fanatic, John Fascal. I had been enquiring earlier in the year to John Fascal about his book 'The Rolls Royce 20hp' to add to my library and he invited me down to see him. I had a run in two cars, a 20hp Tourer and a 20/25 Fixed Head Coupe. They were magnificent and I have now ended up doing a spot of researching Rolls Royces up here in our local club for John Fascal's latest book. All very time consuming but exciting.

The Traction now has brakes and was completed only a day before it appeared in the Edinburgh Festival Parade. It was very hard on both car and driver as the parade of three miles were covered at less than walking pace. It was a very hot day and my left leg was almost paralysed slipping the clutch for one and a half hours. All went well, however, and KUA444 was much admired by all.

John Savelli and I had another meeting as John wanted to see my Lanchester. We could not have picked a worse day as it lashed rain from the time I arrived at John's until I left. Coffee, cakes and a good chat made up somewhat for the bad weather, also John's keenness for restoration is always interesting. This ranges from tractors to Tractions and MG's. The more I think about it, we multi-car enthusiasts must be a strange breed or just plain daft! Well, I think that is all for now so here's hoping all Tractionists are moving successfully.

Yours,
Alan Hay,
Fife, Scotland



Alan's 1946 Light 15 at the Edinburgh Festival

Chairman
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Silk Mill Cottage,
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Membership Secretary
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1 Terwick Cottage,
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Club Spares
Peter Simper,
Alec Bilney,
215 Whitton Road,
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Philippe Allison,
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Sam Wells.

Club Shop
Jon Peace,
51 Alpha Road,
Chobham,
Surrey GU24 8NE.

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

Eastern Area Contact
Tom and Rosie Evans,
West Cottage, Rectory Lane,
Mulbarton, Norwich.

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,
84 Claypath, Durham City.

Editor
Bob Wade,
29 Goodwood Close,
Midhurst, West Sussex.

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

Honorary Life Members
Fred Annells
David Shepherd

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Floating Power

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November, Nineteen Hundred and Eighty Seven

THE past year seems to have really motored along in top gear and the rigours of winter will once again soon be upon us before we know it. It is appropriate at this time, therefore, to remind you about winter protection for your Traction, particularly if you intend to carry on using your car throughout the winter months, and a few basic precautions now may save you the annoyance, heartache and indignity of an unscheduled stop later on. Apart from the normal lubrication and greasing which should be part of your regular routine and religion by now, a little extra attention to all the 'external' engine components and ancillaries etc., will pay dividends in the months ahead when the going gets really tough.

Pay particular attention to the ignition circuit and confirm that the plugs, points and condenser are in good condition, and check that the ignition timing is spot-on. Check also that the fan belt is tensioned correctly and that it is not frayed and in need of replacement, if your battery has been giving trouble in these milder months, you can be sure it will prove even more troublesome during the winter when all its reserves of power will be called upon regularly – change it now if in doubt.

One of the most important tasks on the Traction before winter sets in is to check the cooling system thoroughly, whether you are intending to use the car or not. Pay particular attention to the hoses, especially if they are known to be old. Remember, an old hose may look perfectly sound on the outside, but may have collapsed internally thus preventing the free circulation of the cooling mixture. If the anti-freeze solution has been diluted by the addition of water when topping-up the system throughout the year, then drain it now, flush the system with a hose to clear out all the deposits, before refilling with a fresh solution of the correct anti-freeze mixture of 25–30%. Don't forget also that top hose thermostats are now available from the Club Spares (item K33), and are said to be ideal for rapid warming-up on cold winter mornings.

If you do not intend to use your Traction then draining and flushing the complete system, including the engine block, is the answer.

All of this may sound obvious advice and may be unnecessary for many of you, but you can bet your bottom ball-joints that if you do not check and perform these basic precautions you will most certainly either come to a standstill or even fail to get started at all!

Do it now, is the advice of the experts, whilst the weather is still mild rather than leaving it until later, as you will not want to start messing about up to your 'whatsits' in grease and water on a freezing cold winter's night as you struggle frantically to get your Traction roadworthy in time for the official Christmas Lunch. Once again this now regular TOC Yuletide get-together is being held at the 'White Hart' in Whitchurch on Sunday, 20th

December at noon, and all enquiries and bookings should be made to Social Sec. Mike Wheals. Alternatively, the traditional TOC Christmas Nosh is being held at 'Les Routiers' at Camden Lock on 9th January, 1988 and all enquiries and bookings for this bash should be made to John Gillard down at the Arch.

For those of you following the saga of the vanishing Maigret 6H Traction belonging to the son of the famous TV detective Rupert Davies, the latest news is that following a court action the car has been returned to its rightful owner from whom it was stolen late last year. However, the unfortunate innocent purchaser of the car is now left with an empty garage and an even emptier pocket and will probably now have to resort to the courts once again to get any redress from the so-called dealer from whom he bought it. Whilst sympathising with him and at the same time, pleased that justice has prevailed with regards to the true ownership of the car, one is reminded once again that when buying any car, privately or otherwise, one should always establish first that the person from whom the car is being bought is the rightful and legal owner of the vehicle before parting with your hard earned cash – worth bearing in mind!

Let's hope that after all this we once again see this famous Traction restored to its former glory and in its rightful place on the highway, or perhaps, even on the TV again!

It would seem that I really touched a sensitive nerve with some of you following my Editorial in the May issue on the subject of vehicle originality. The interesting response and somewhat 'forceful' arguments published in the September magazine are continued in this issue with several other members' points of view, which I hope you find equally thought provoking. The fact that nobody as yet has agreed with my stand in the debate is intriguing. Surely I am not alone in my belief and commitment to originality? I think not, so come on all you 'traditionalists', stand up and be counted and then sit down, put pen to paper and write and tell me what you feel on the subject.

And finally, from your merry Editorial poet, the Tractionist's Lament:

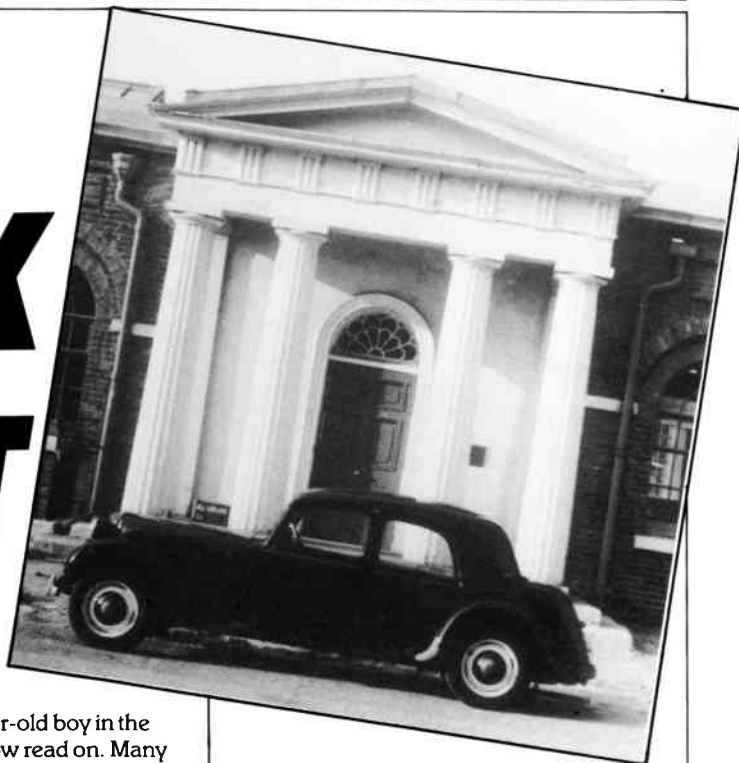
May all your roads be clear
and all the lights be green,
May your engine run smoothly
and your gearbox never scream,
May your clutch never shudder
nor your balljoints ever part,
May you drive home quite safely
Lest your exhaust begins to fart.
(They don't write 'em like that any more!)

One behalf of your committee, sincere good wishes for a very Happy Christmas to you all.

Merry Tractioning,
Bob Wade

MEMBERS' CARS **LIVING** with the **BLACK ELEPHANT**

by Stephen Bicknell



IT ALL STARTED with a Slough built 2CV. I was eight. My eldest brother ran it for a while, and then it was passed onto my second brother. I well remember its many idiosyncracies: the floor pan repaired with opened-out beer cans, the non-fitting non-closing doors, the semaphore indicators that tended to fly across the road when operated, the front windows that slammed shut on your fingers, the tired and ancient hammock seats that lowered heavy passengers gently to the floor, the dipstick for the petrol tank, and above all, the staggeringly pathetic top speed: 40 mph if all was well and the road was flat, although we once recorded 50 down a very long and steep hill.

The 2CV disappeared, to be replaced by a pair of Tractions, one a Slough Light 15, bought for £25, the other a Paris Légère worth £15. The Slough car ran, and compared to the 2CV had breathtaking qualities of performance and style. It too was to disappear eventually, but, in the meantime, a run down Chelsea Embankment at 65 mph left such a lasting

impression on the ten-year-old boy in the passenger seat that . . . now read on. Many years later, a number of my close friends knew that if given a couple of stiff drinks, a misty far-away look would come over me, and I would start recounting adventures with this strange car. One of them set wheels in motion by showing me the August 1983 edition of *Classic and Sportscar*, with Peter Nunn's article on the possibilities and pitfalls of owning a Traction. Was it really possible to relive my boyhood dream?

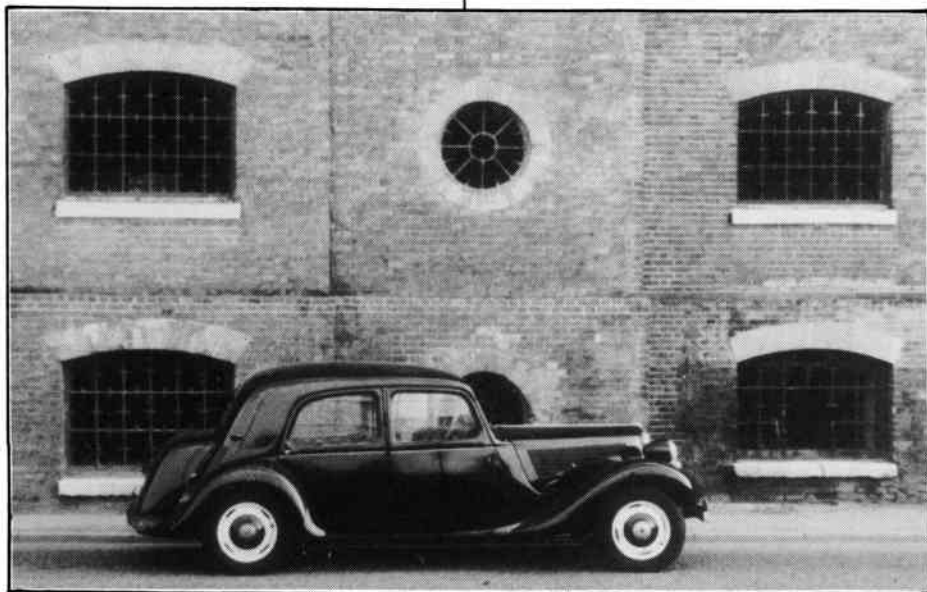
In fact my fate was sealed even before I was born. It was in May 1955 that Monsieur Roger Vadot, a dairyman in Beaune, took delivery of his gleaming new Onze Légère, fitted by his local Citroën dealer with unusual upholstery in two shades of green (yuk!). It was of course one of the first cars to be fitted with the 11D engine; also, for that one halcyon month only, Tractions boasted a curious object bolted to the inlet manifold: the Zenith-Stromberg 36WI. Some of you may have seen the advertisement that appeared at the time, showing a Traction

miraculously (and improbably) overtaking, on a steep gradient, a futuristic machine looking like a cross between a Tatra and a Panhard. The blurb fills in the details: "La 11D nouveau carburateur c'est vraiment autre chose. Voiture extrêmement brillante, nerveuse et aux basses allures, d'une souplesse sans égale."

Sadly, in 1964, Monsieur Vadot died. The car went into retirement, and it was not until 1972 that it was seen by Michael de Larrabeiti, "standing in the corner of a vast garage with light falling on it from above". He bought it, and took it to England; penciled mileages on the driver's sun visor are a witness to its activity in 1973 and 1974. Again it fell out of use, and it was in September 1983 that I first met it, in a garage in Oxfordshire, no longer gleaming as it had 28 years before, but still a sound and original car, and, more to the point, taxed and legal.

I fell in love all over again. With advice from my brother, and practical help from my mother (who, incidentally, had won the women's section of the Acropolis Rally in 1955 in a Morris Minor and was no stranger to the joys of motoring), I became the third owner. At first terrified by every aspect of driving it, I gradually began to enjoy myself, and within a few days I felt thoroughly at home.

It was not long before I checked in at the Arch, still hardly knowing my Bougies from my Demarreur, and discovered that life with an antique was by no means all plain sailing. In January 1984 John and Bryn rebuilt the front-end, and in April '84 I braved the journey to Paris for the Cinquantenaire, though I realise in retrospect that with fifteen-year-old tyres and a terribly leaky fuel pump, this was a hazardous undertaking. Mine was by far the scruffiest Traction that I saw, but the experience was quite unforgettable. The sight of hundreds of Citroëns streaming



Stephen Bicknell's 1955 11BL EUD 260k (formerly 41 CH 21) bears chassis number 663198 and engine number 10580172.

down the Champs-Elysees was only equalled by the look of surprise and joy that crossed the face of every French man and woman we passed that weekend.

The second owner had always referred to the car by the name 'Fanfan la Tulipe' (French film buffs may understand this), but my practical relatives called it 'The Black Elephant', (as financially disastrous as a white one!) and the name has stuck. Living up to this new tag, in December 1984 it began to show signs of resentment at being dragged out of retirement. The engine began to rumble and moan. John and Bryn applied their stethoscope, and gently broke the news to me that the main bearings were failing.

By the time we had got our act together, it was almost a year later. The engine was rebuilt from top to bottom. One November evening I went to the Arch to collect it, and started the drive to my parent's house near Maidenhead. Below the Hammersmith flyover disaster struck. A lorry on my right failed to see me, and moved slowly into my lane. I braked, but not in time to prevent the rotating wheels from gouging their way along the offside of the car, like a latter-day Boadicea's chariot. Anyone who has had a similar experience will know what it takes to make a grown man cry!



But let us draw a veil over this sad event, and move briskly on to report repairs and respray completed by July 1986. Life is nothing if not imperfect, and seasoned Tractionistes will have guessed that the gearbox was next in line. Sure enough, in August '87 I had the novel experience of slowing down from 15mph to 0 in one second (contact between cranium and windscreen was achieved), accompanied by a surprisingly loud bang as teeth were shed

in the differential. John and Bryn to the rescue again.

I live in the foolish hope that there will be no more serious problems for a little while. There is the prospect of a trip to Italy next year, to celebrate the centenary of the Clarence Bicknell museum at Bordighera (my ancestors moved in mysterious ways), and I hope to travel appropriately. Despite a number of calamities I do not feel in any way unfortunate. The Black Elephant is my only means of transport: for such an old car to have covered 21,000 miles in the last few years is a remarkable achievement. It is also very gratifying to find that it is worth rather more than when I found it. Would that all purchases were like that! I needn't explain quite why I enjoy it so much, nor regale you with tales of enthusiasts met at traffic lights and petrol stations, nor rave about the road-holding, the character and the atmosphere of this classic amongst classics. You all know perfectly well what I'm talking about.

Finally, I recently sent a picture of the car to the Vadot family on Beaune. Madame Vadot is now 84. I am told that when she saw the photograph she burst into tears. C'est charmant, n'est-ce pas?

FROM THE ARCHIVES

8 Daily Graphic, Tuesday, May 2, 1950

Kay Petre road tests the new

"YOU'LL hate her for the first ten minutes" they said as I departed in their Citroën Six saloon from the Slough factory.

I agreed — for the first few minutes — as I heaved the 22-h.p. front-wheel-drive car through main highway traffic.

On the open road a magical change came over the Citroën. From feeling like a ten-ton lorry with flat tyres she suddenly took on the characteristics of a greyhound.

I found myself whistling around bends at speeds that would be frightening in most cars.

On the straight the needle crept up ... 60 ... 70 ... 80 m.p.h. High-g geared steering, accurate — and light at high speeds — allowed the Six to be handled like a racing car.

Holds the road

I steered for a fallen leaf on a corner and she ran over it spot-on.

The fantastically good road holding came from two things. With the engine in front it allowed a flat floor, giving a low centre of gravity, plus independent torsion bar suspension on all wheels and a long wheel-base with wide front track.

It was impossible to get into a skid or roll on corners.



CITROËN

Top gear performance (three-speed gear box) was good. Lazy cruising at 30 m.p.h. could be accelerated up to 60 quickly. From rest to 70 m.p.h. through the gears took 32.8 seconds.

This is no lady's shopping car or family outing saloon; it is the specialist's car for the man driver who wants performance, quality, and individuality.

In town work the steering is heavy, due to the front wheel drive.

To look at the Six is attractively low and long, with lines suggesting its power and speed. No silly modern gadgets or fripperies clutter up the Citroën's body. Strong bumpers, big outside chrome headlamps adorn the four-door, six-seater saloon.

Bench-type front seat, with

the three-speed gear lever in the fascia panel, and the flat floor make it a pleasant car to drive.

Man Friday: Driving seat position first-class for the big ones.

Practical items: Ignition control switch on dashboard. Horn, dip and traffic signals in extended arm under steering wheel within reach of right hand. Instruments grouped together.

Compact controls

Technical data: O.H.V. 2,866 c.c. six-cylinder engine. Twin carburettors. Powerful Lockheed brakes. Twelve-volt battery.

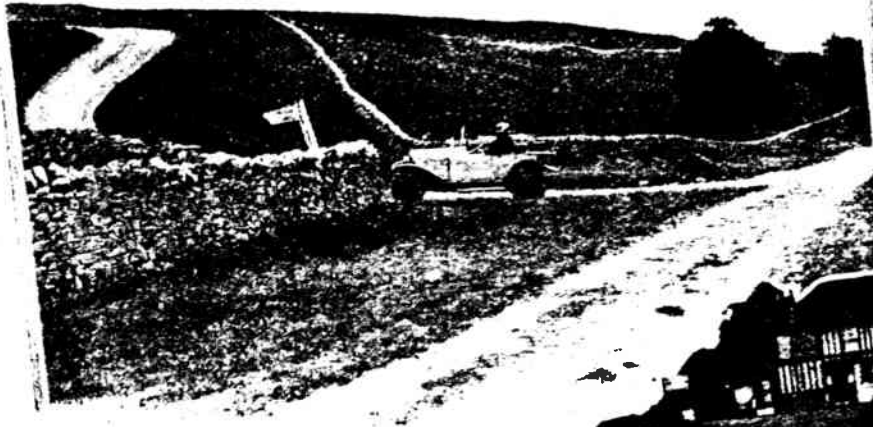
Doubtful department: Glove-box too small for handbag. No door-pull handles.

Price: £385, plus £246 11s. 8d. purchase tax.

TRACTION ARRIERE

Reproduced from 'The Light Car and Cyclecar', June 1923

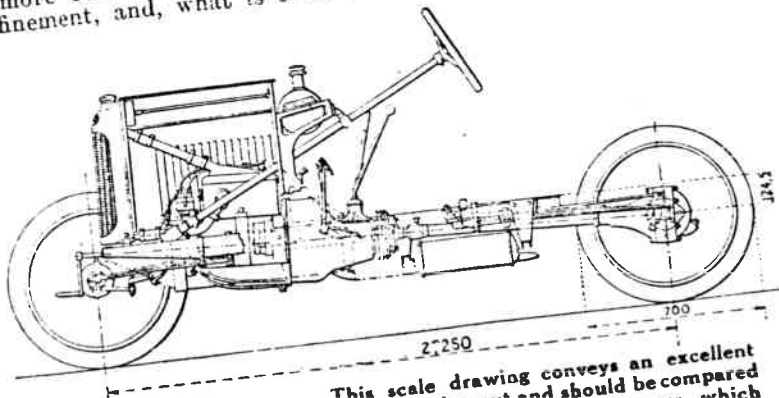
7.5 h.p. CITROEN ON TEST.



Excellent Road Performance of a David Amongst the Goliaths of the Automobile World.

WHEN the 7.5 h.p. Citroën was introduced over two years ago, the writer must plead guilty to expressing scepticism as to the abilities of an engine with such a small cubic capacity, i.e., 855 c.c., to haul with satisfaction two adults and luggage, together with a well-made chassis, comfortable touring body, and all the appurtenances thereof over give-and-take roads.

An earlier test undertaken by a member of the staff of this journal entirely dispelled such ideas, whilst a more recent run on a model boasting of detail refinement, and, what is even more important, the



AN INTERESTING CHASSIS.

This scale drawing conveys an excellent idea of the lay-out and should be compared with the sketch on the next page, which reveals how the magneto has been fitted in place of the coil ignition unit shown above.

substitution of magneto for coil ignition, has shown up this diminutive car in an even more favourable light, particularly as what may be termed more than usually severe touring country, taking as a standard the route of the London-Manchester trial, was traversed.

IN BRIEF.

Price £195.—Tax £8.

ENGINE : Four - cylinder water cooled 55 mm. by 90 mm., 855 c.c. R.B. magneto, Solex carburetter.

TRANSMISSION : Plate clutch, 3 speed gearbox and enclosed drive to differential.

EQUIPMENT includes 5 lamps, electric starting and horn, spare wheel, hood cover, and full kit of tools.

ON THE ROAD —

The upper photograph shows the 7.5 Citroën rounding the hair-pin near the summit of Ashford hill in the Peak district. Below, a snap on the St. Albans Road which shows the graceful lines of the car and the ample accommodation provided for two passengers.

The specification, with the exception, as already stated, of magneto ignition, remains practically identical with the earlier models, and comprises a four-cylinder water-cooled engine cast en bloc, with 55 mm. by 90 mm. cylinders.

An "Eleven" in Miniature.

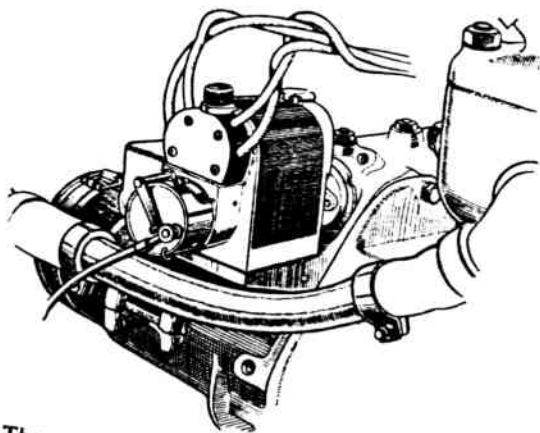
The engine, single dry-plate clutch, and three-speed gearbox with central control, are in one unit, the final drive being by enclosed propeller shaft, the well-known Citroën Chevron gears, and differential.

The wheels are of the Michelin detachable type, shod with 700 mm. by 50 mm. Michelin tyres; suspension is by quarter-elliptics all round, steering is of the worm and sector irreversible pattern, whilst the foot brake operates on the transmission and the hand brake on the rear wheels. The car is equipped with dynamo lighting and electric starter, electric horn, R.B. magneto, and horizontal type Solex carburetter.

One of the most astonishing features of the 7 h.p. Citroën is that in road performance, "handling," and general appearance, it is very similar to its larger brother, the 11.4 h.p. model. More particularly does this apply to the sound when running, the all-out speed—about 45 m.p.h.—and the peculiar

capability for hanging on to top gear on even the longest and most tiring gradients; in fact, one might very easily deceive oneself into believing that one was handling the larger car.

No better tribute could be paid to its pulling powers than to make such a statement, when it is borne in mind that the engine capacity of one is 855 c.c., with a total weight (unladen) of 10½ cwt., whilst the engine capacity of the other is 1,453 c.c., with a total weight (unladen, four-seater) of 17 cwt. When one gets down to rock-bottom, however, it becomes evident that it is a question solely of power-weight ratio and that the manufacturers have arrived at the most satisfactory combination by very careful calculation.



The mounting of the magneto is effected by an extension bracket on the side of the timing case. Note the position of the generator on the forward end of the same casing.

To say definitely that the magneto is an improvement over the coil ignition previously fitted is possibly stretching a point, but we have no hesitation in asserting that, with the former type of ignition the car is handier.

The magneto is more foolproof, if such an advantage may be offered without implying anything of a derogatory nature to coil ignition, and is, therefore, more suited to the every-day use of the average owner-driver.

We have yet to discover any Citroën which did not give way within a few seconds to the gentle persuasion of the electric starter, even from dead cold. The gear-box—a replica in this respect. The larger box—is childishly easy to handle, the steering is good, and the brakes, particularly that operated by the foot on the transmission, are powerful to a degree, which imbues one with the utmost confidence either in traffic or when very hilly country has to be covered.

A Good Hill-climber.

The transmission brake on the particular model which we tested required very careful treatment, the lightest pressure of the toe alone serving to produce a velvety action, whilst, if the foot were pressed down hard on the pedal, the resulting deceleration can only be described as fierce.

On main-road hills the car is essentially a top-gear performer. As an instance, the steep rises leading out of several villages between St. Albans and Stony Stratford, not to mention the long drags encountered between them, were negotiated easily on top; in fact, only one change of gear was necessary on account of gradient until reaching the first

test hill—Ashford—included in the London-Manchester.

High-powered cars might struggle over this—at any rate, until the final hair-pin—on second gear, but it can safely be said that the average car must perforce come down to first. The Citroën was not sufficiently powerful to achieve the more meritorious performance, but it went up on its lowest gear, with an ample margin of power, and was restarted successfully on the worst portion of the gradient.

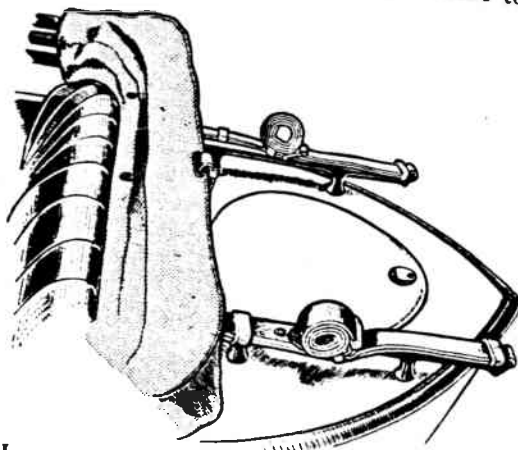
In view of the fact that such a small power unit is fitted, it is not surprising that a petrol consumption as low as 45 m.p.g. can be obtained, with a correspondingly good consumption of oil, but these points are well worth bearing in mind by those with an eye to economical motoring.

The Long-stroke "Punch."

A fact which may at first be overlooked in the engine is the relation between the bore and stroke dimensions, the latter being particularly long and accounting, no doubt, in a large measure for the undoubted "punch" of which the power unit boasts. That the small bore has a corresponding effect on the annual tax is also a point worth bearing in mind.

We have two criticisms to offer: The first centres in the shape of the seat squab, which is rounded slightly to fit the back of each passenger, and, therefore, makes it rather difficult to carry a child, for whom, otherwise, there is ample room.

The second centres in the fact that, when cornering at speed, the back of the car is inclined to dither. Perhaps it would be fairer to say that, for such an extremely lightweight vehicle, it corners remarkably well, but we think that an improvement out of all proportion to the expense involved would be effected were shock absorbers fitted, and we understand that the manufacturers are favourably considering a suggestion to this end which we have made to them direct.



Luggage carriers, to which two suit cases can comfortably be strapped, leave the locker free for tools, spares, and oddments. There is still room in the locker for spare petrol and oil.

Throughout our run of over 400 miles we had no occasion to open the toolkit. The locker at the rear, as a happy photograph in a previous issue showed, is much larger than anticipated, whilst a refinement is the fitting of luggage-carrying brackets and straps. No water at all was added to the radiator over the whole distance, and a pint of oil sufficed to replenish the sump.

The price of the two seater model is £195, coupé £245. The car is handled by Gaston, Ltd., the Sales and Service Department being at Larden Road, Acton Vale, London, W. 3; the showrooms at 60, Piccadilly, London, W. 1.

● LORELEY

ICCCR Nigel Webb tells how his journey to the Rhine was...er...not without incident **OUT OF SOMERSET**

LORELEY HAD BEEN talked about and eagerly awaited for a long time. I had never driven my cherished Traction abroad before, but then, I suppose the car's dismembered state throughout most of my ownership may have had something to do with that. Ultimate metamorphosis had been the aim throughout, and even if that had not quite been achieved, at least a protracted rebuild was completed and the opportunity of a drive to Germany seemed too good to miss.

However, miss it we almost did! That last-minute-disaster syndrome which seems to afflict so many of us dedicated Tractionists, rather indiscriminately chose me as the next victim. With two weeks to go before the trip my cherished gearbox just disintegrated. It was there and then, in a mood of absolute despair, that I abandoned all hope of making it to Loreley.

In the event, good fortune and TOC fellowship triumphed. A borrowed gearbox from Dennis Ryland plus a monumental effort from Dave Hackett ensured that we were ready and running again with days to spare. It seemed prudent after that little episode to seek safety in numbers for the big trip. Consequently a convoy of three Tractions assembled in mid afternoon at the Membury Service Area on Wednesday, 3rd September. All three cars were Slough built Light 15's. I arrived first in my beige 1953 model, TPH375, closely followed by Dennis Ryland and family in 728BBE, also circa 1953. Dave and Toni Hackett's arrival in their 1949 Traction, LLM 95, in a cloud of steam reminiscent of British Rail in its heyday, was, on reflection, a warning signal which went largely unheeded at the time.

We were to catch the 9.30pm overnight ferry from Sheerness (Kent) to Vlissingen in Holland and had allowed ourselves plenty of time for the hundred-odd mile journey to Sheerness. There was one small complication. None of us was actually in possession of any ferry tickets. We had, however, been assured by John Gillard that they would be waiting for us at the ferry terminal.

With spirits high we set forth on the first leg of our journey. After about half an hour of

motorway driving, a frantic flashing of headlights from Dave, who was bringing up the rear, brought the convoy to its first hard-shoulder halt. A bottom hose had burst giving the engine bay an instant respray which did not altogether flatter the rest of the paintwork. Immediately a replacement hose was produced and fitted and the radiator replenished. Was it my imagination, or did that replacement hose look slightly worse than the one that had failed? Anyway, we were on our way again. But not for long! Straightaway, the power on my car started to nosedive under load and we were back on the hard-shoulder again. Petrol vapourisation came into the reckoning and there was talk of condenser problems, but it was not until Dennis almost lost the palm of his hand through the carburettor downdraught that an apparent blockage seemed to be cleared. Something like half an hour had been lost. Dave's Traction obviously enjoyed boiling. Radiator top-ups became a regular occurrence, much diminishing our on-board supplies of water. Happily, the replacement hose was holding out but more ominously, Dennis's Traction was now beginning to warm up as well.

It had been arranged to meet our Chairman Roger Dyer on the M4/M25 interchange to collect some Club Shop T-shirts which could not be fitted into his CX. His office is situated quite near to the M25 and he was to wait on a bridge overlooking the motorway so that he could spot the approaching convoy and then guide us to a suitable meeting place. Dennis, in his wisdom, had said that we would probably arrive half an hour earlier than arranged since we had left Membury that much earlier. As it turned out, we were one and a half hours late and ended up travelling north on the M25 instead of south, and it needed some quick thinking to put us in the right direction again.

Surprisingly, we never saw anything of Roger. We can only assume that he made a snap decision to wear all the T-shirts to Germany himself. Once you hit the M25 during the rush hour you are in a different world. Actually, 'rush hour' is a complete misnomer since you are hardly moving at all – just six lanes of nose to tail. Certainly the



In the beginning: assembling at Membury

M25 is not conducive to overheating Tractions needing to get somewhere in a hurry. Another feature of the M25 which becomes readily apparent to the average Traction driver, is the total lack of service facilities. In particular, there is a dire shortage of water. Our spirits were beginning to sag as, in the gathering dusk, we pulled onto the hard-shoulder for the 7th time. Dave's Traction was boiling away merrily and all our water supplies were exhausted. All the wise-cracks about "shovelling in more coal" and "tea up" had long since worn thin when I made the ultimate sacrifice. The remaining contents of my flask of coffee, which I had been saving for a quiet moment, were despatched into the offending radiator. As luck would have it, I do not take sugar, so we



Déjeuner sur l'herbe: roadside picnic in Holland



were not adding to the sediment and it also turned out to be a perfect colour match!

The remaining miles to Sheerness were accomplished at a frantic pace and caution was now being thrown to the winds. At times my speedo needle was reaching never-before-attained parts of the gauge. It was pitch dark by now and both Dave and Dennis were suffering from boiling radiators while fuel starvation problems were affecting my own car. In the end, not even the co-ordinated efforts of local drivers, whose obstructive manoeuvres have been honed to perfection through years of careful practice on battalions of bat-out-of-hell travellers, all desperately trying to catch departing ferries, could stop us. The ferry terminal was reached with minutes to spare! The ferry tickets and passes were, ironically, obtained with consummate ease and it was with an overriding feeling of relief that we boarded the Olau Line ferry.



Once on board we met up with the fourth member of our convoy for Europe, a very composed and relaxed Dave Gardner, whose own solo journey down from Banbury in his 1951 Light 15, MYW 86, had apparently been a sweet running, incident free, affair!

The next morning (Thursday) we disembarked and assembled at the Vlissingen Terminal car park shrouded in early morning mist. Dave Gardner and Dennis had both driven their Tractions through Holland before and, since they were the only ones with relevant maps, were duly elected alternate convoy leaders. It had been decided that the opportunity to see some of the Dutch countryside should not be missed and that we would, as far as possible, studiously avoid motorway driving. The wrong turning which we took almost immediately, however, is hardly worth mentioning – it could have happened to anyone! Soon, with guidance from Dennis up front, we were wending our way onto the West Brabant Route. This route is a tortuous, cross-country mixture of minor roads and single lane tracks. Many of the tracks were cobbled, with grass growing through the cobbles, and it was a good opportunity to drive the Tractions on roads for which they were probably originally designed. As we convoyed through the villages and hamlets the four cars attracted much attention from local inhabitants – with one notable exception. We were deep into agriculture country, a countryside patrolled by legions of tractor-driving farmers, all defiantly hogging the centre of the road. As if to remind me of dear old Somerset, no amount of signalling or gesturing would persuade them to allow us to overtake until they had reached their destination. In truth, we were in no hurry as we meandered through Holland at a leisurely pace. Radiators were topped up with none of the panic and pressure of the previous day. One or two wrong turnings had been made and it was while we were attempting to negotiate our way out of one of these, courtesy of Dennis's navigation team, that we decided to stop at a roadside cafe for a break. The coffee and biscuits were very pleasant in the warm sunshine. It was only when we had finished and the waiter suggested to us that, since we were in Belgium he would prefer to be paid in the relevant currency, we realised that not only were we on the wrong road, but we were in the wrong Country as well! Nothing daunted and with the directions ringing in our ears, we were soon back in Holland. Later, a quiet stop for a picnic lunch was punctuated only by my reversing over a bag of home-made Chelsea buns, which oddly enough, no-one fancied afterwards.

A passing H-van stopped at this juncture and an excited driver leapt out explaining that he had two Tractions garaged at home (haven't they all!), and that he would be off to Loreley himself the following day.

As the afternoon wore on, my fuel starvation problem returned with a vengeance. Unable to ignore it any longer, the convoy pulled up at the roadside to debate and sort out the problem. The

diagnosis finally revealed a clogged-up in-line fuel filter which, during the rebuild, had been positioned inaccessibly between the engine and the bulkhead. 'Rubber-fingers' Hackett selflessly came to the rescue and in no time at all the motor was back on song.

We arrived at our overnight campsite at Meerssen, near the German border, in the early evening and it was here that we encountered our first 'foreign' Traction of the trip, which was a gleaming black Dutch Normale. The name of the owner completely escapes me and I probably could not have spelt it anyway, but he informed us of a Dutch gathering of cars the next morning, near to Meerssen, which would be convoying from there to Loreley. We were invited to join this convoy but then somebody remembered that the Dutch lads do tend to operate with rather a lot of lead in the right boot, so in view of our previous overheating problems, the offer was politely declined.



By the banks of the Juliana Canal

It had not been so long ago that the rebuild on my Traction had been completed, and with two days of relatively high mileage behind us, TPH was now looking distinctly travel stained. I therefore felt compelled, that evening, to get the chamois out and give the old girl a loving wipe over. This turned out to be too much for Dennis to bear. A hard-bitten, Paris-Moscow-Paris veteran, he always took comfort from the fact that after a hard day's driving, his own Traction basically looked no different from when he'd started out!

The next morning, with Dave Gardner in pole position, we were soon over the border and into Germany for the final leg of the journey. As midday approached, the heavens suddenly opened and we found ourselves driving into an almighty deluge. With headlights blazing and wiper motors working overtime, we carried resolutely on over roads which became rivers in seconds. Ahead of me, I could just make out Dave's tail lights as he forged on. At floor level, the

ICCCR ● LORELEY

current dearth of Club wiper hole grommets was making itself felt as my feet became soaked with the constant dripping. In addition, geysers of cold water were shooting up through the floor holes, whose normal function it is to accommodate the drainage pipes from the sunshine roof. To compound everything, window condensation reached maximum efficiency level! In all, the storm raged for about thirty minutes. Eventually we came to a stop underneath a bridge, where we caught our breath, contemplated the adventure of it all, and shook the drops off.

The impressive Rhine was reached later that afternoon, and even in the gloom of a damp and misty Friday, the splendour of the river was apparent for all to see. We needed to cross the river, so boarded the car ferry at Linz. The scent of Loreley was in the air now as we were joined on the ferry by Will der Hek and Peter Wilders, both prominent members of the Dutch Traction Club, TAN. Once across the Rhine, an army of Citroëns of all types, all heading in one direction, was beginning to grow.

A final stop for a roadside breather in Koblenz was not without incident. An oncoming flow of traffic stopped at changing traffic lights. Unfortunately, one Mercedes



The men from Membury reach the Rhine.

driver had been so captivated by the sight of our four Tractons parked on the opposite side of the road, that he failed to notice the stationary queue ahead of him. The resulting crunch, as he ploughed into the back of a Volkswagen, sent glass and water in all directions. We departed the scene just as two old dears, holding their necks, plus one very irate German VW owner, were demanding an explanation from an embarrassed Mercedes driver who was slumped over his

steering wheel, in a gesture of abject humiliation.

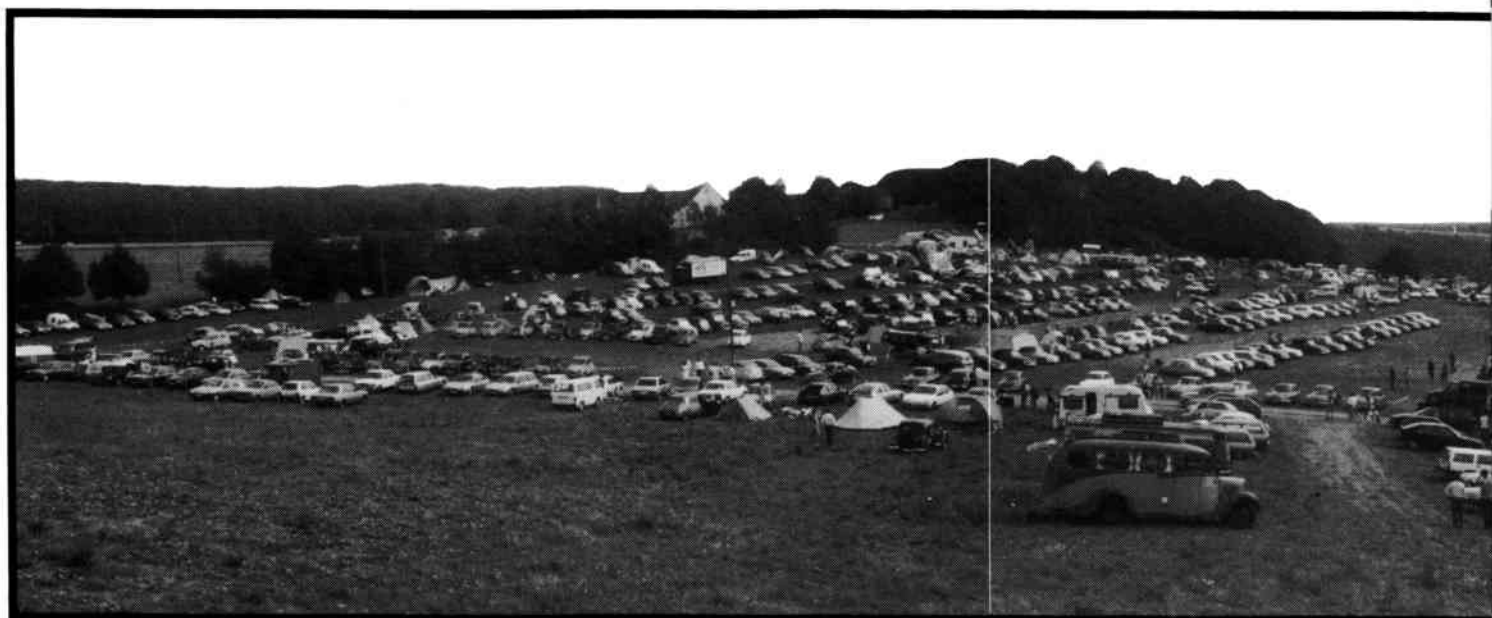
It was all downhill from now on – metaphorically speaking. As we entered St Goarshausen there were so many Tractions about that anything else looked out of place. We took the left turn to Loreley and not even the sight of a one in five gradient hill, stretching upwards and ahead for a couple of miles, could dampen our spirits now. Once at the top of that hill we turned down towards the rally site and the sun came out. There, ahead of us was a glorious sight – wall to wall Citroëns of every conceivable model and type.

Almost five hundred and fifty miles lay behind us and here we were at the 7th ICCCR. The journey had been a fantastic mix of friendship, fun and frustration and a feeling of achievement had been experienced by everyone.

Ahead of us now lay the weekend with all its pleasures and delights, and somewhere in the dim and distant future, lay the journey home!



Roger Dyer (CX), Jon and Jilly Peace and Mike Wheals view the Rhine.



Wide-eyed or wild-eyed, intrepid Mike Wheals took this panoramic view of the site.

Alec Bilney looks back at the event...

REFLECTIONS ON THE RHINE

THE SEVENTH International Citroen Car Club Rally was held in West Germany, at Loreley overlooking the Rhine, from the 4th to 6th September, 1987.

The site was truly spectacular, a shallow hollow which was approached quite unsuspectingly through trees. There suddenly, in front of you, was this vista of cars. It was on a promontory with the Rhine on three sides. To get there from river level meant ascending a 1-in-10 hill, without pause, for 2.7 kilometers. That gives an idea of the view from the top. Not that I bothered to look at it. The organisers had laid out parcs for Rosalies, C4s, Ds, Tractions, SMs, etc; so that the eye was naturally caught by the sight that entranced you the most. In our case, the Tractions, of course.

The Traction parc was filling so fast on Saturday morning one could have just stood and watched new arrivals, and ignored the rows of 6-cylinder cars in superior isolation at one end; or the idiosyncratic Belgian Club display; or the variety of chromed 'F' plates on French cars with the home town superimposed; or the worried looking chaps, greasy to the elbows, doing something fundamental in their engine bays; or the proliferation of period aluminium gadgets that seem so much the rage these days; or the . . . but I won't continue . . . there were so many and so much.



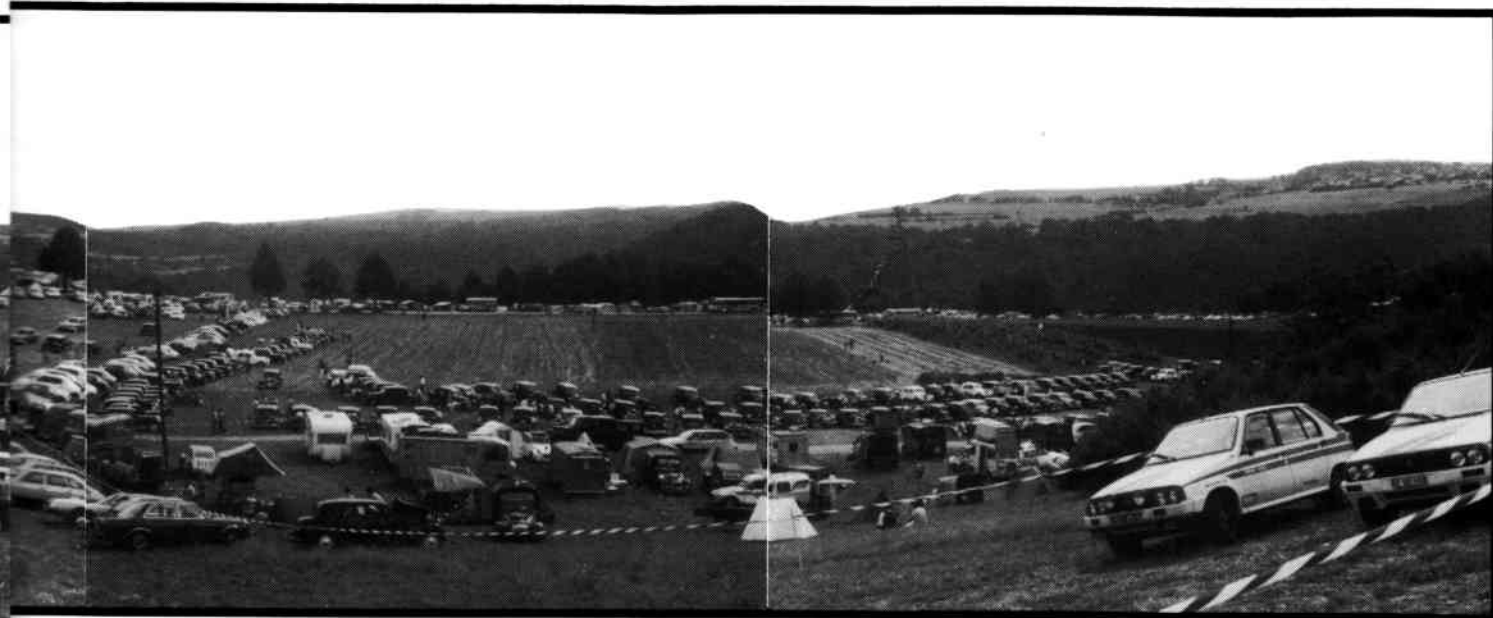
Alec Bilney's Normale comes off the Rhine ferry.

Not that viewing could be uninterrupted anyway, as the second pleasure of such gatherings is meeting other Tractionists and renewing friendships. The grins and the handshakes and the mutual happiness overcome much of the language barriers. The desire to communicate surmounts amazing mixtures of accent, pronunciation, patois and slang, utilising both parties native tongues and any other that is – or appears to be – understood.

On the other hand, the serious business of showing-off modifications and improvements to one's own Traction has to

be in reverential tones and use correct technical terms. One cannot take the chance that an incident of national importance like a tappet screw being worn and needing replacement might be misunderstood. And heaven forbid that your listener should not fully comprehend the details of fitting a new front seat support roller!

So the first half-day (day?) could easily have been spent in the Traction parc. It was impressive. The sun shone on a sea of polished cellulose, growing and moving and changing as cars arrive and left and moved nearer to their friends. At the time of writing I



ICCCR • LORELEY

don't know how many Traction's were there, but a guess (after discussing with others) is about 600. But never were they all in one place at one time.

Wherever you chose to drive in that part of Germany you came across mini-convoys of lamp-flashing Traction's with hands waving out of the windows.

However, one had so much else to do. There was the spares tent. Presumably the organisers had thought that the 3000 square metres of covered area provided would be enough. Had only Traction and rear-wheel drive stuff been on sale it might have been. As it was, we had the pleasure of being able to continue on, browsing and learning, well into the sunlight beyond the end of the tent. Here, ambitious people, or maybe they had simply over-stocked, were sitting patiently behind small piles of rusting tin, peeling paint and things in cardboard boxes for at least the same distance beyond the last 'professional' stall. Once again I was struck by the variety of prices that were being asked for items. Many that are decorative and frivolous, and – I would have thought – only bought if the price was right, are so expensive; whereas mechanical parts that are essential and for which an owner would have to pay anyway, are often much cheaper. Funny, really!

One could ruminate about such things while walking amongst the cars entered for the Concours d'Elegance. This event seemed the most 'higgledy-piggledy' one I have ever come across. Cars were parked on hillocks and grass and gravel and paths; some had proud owners nearby while others were virtually ignored. It was the first time I had the chance of a close inspection of some of the odd-bodied Traction's, such as the Splendilux. Underneath their 'skins' they



On the road – the Peace's Light 15 seen from Mike Wheals' Big 15, somewhere in France



Special-bodied Normale at Loreley

were still mostly Traction; the monocoque horns either side of the engine still sloped down, but the fibreglass or aluminium bonnets were huge envelopes, braced and bolted over the top. Quite disappointing



Also there was this handsome 6 Roadster

really, I had always imagined them to be like the special bodied Bentleys, not three-wheeler Metropolitans! Mind you, there were some beautiful cars there. One could only admire them, and speculate how much love and devotion is needed to raise the engine bay of an SM to such glory. Once upon a time I visualised my car in their company, but the standards are now so high that my old banger must be content with a regular servicing and polishing. Cleaning out the back of the radiator grille with cotton buds might be fun . . . once!

So, what wasn't at the ICCCR? Well, I was disappointed by the apparent lack of on-site activities. There were boat trips on the Rhine available; there were tours around local vine-yards available; there were lots of comradely groups barbecuing. But there was no arena. No driving tests. No fun events or competitions. A band played on a mobile stage for a few minutes and then packed up. In short the rally did not seem to have a focus!

But what was there were friends, Citroens in general and Traction's in particular, sun, more friends and more Citroens. We enjoyed going, we enjoyed the truly grand scenery of the area, and we enjoyed the gentle two-week journey home through France, showing off our Rally plaque.

We look forward to the next ICCCR, the 8th, in Holland during 1989. But will all those German Traction's turn up?



The TOC Club Shop at the ICCCR

WE HAVE HAD requests from members for items not listed on the current Spares List, and so we have endeavoured to identify a source of such parts and make them available to everybody. Thus new items are regularly added to the published Spares list.

Other items that had gone out of stock some time ago have become available again, either in the same form or slightly modified.

We now have in stock the following items, some of which the Club Spares will have already sent 'not available' notes against recent requests.

Part No.	Description.	Price Levy/Standard
F1(L)	Steering Rack Gaiter in Leather. Price to be advised.	
F2(L)	Ball Joint Gaiters in Leather. Price to be advised.	
F14	Rear Mudflaps. Square, black with period Citroen badge in white relief. See Photo. £17.50/£20.00	
F20	Big Boot Top Rubber	£3.50/£4.00
H11	A new item has been offered to us by TAN. It is a rubber silentbloc style conversion for Upper Wishbones that does away with bushes and shims. Price is not known as yet but if you need some we will be doing a 'Holland trip' soon, so please write.	
H22	Silentblock Sets for Front Suspension. £224.00/£257.60 approx.	
H30	Silentblock Sets for Rear Axle. approx. £70.00/£80.50	

NEWS from CLUB SPARES



Give yourself a stylish rear – new mudflaps from Club Spares

H31	Housings for Differential Assembly	£19.25/£22.14
E36A	Grease Nipples, Straight each	£0.13/£0.15
E36B/C	Grease Nipples, 45 and 90 each	£0.28/£0.32

E28 Oil Wells for that drop of oil each thousand kilometers to the Clutch Thrust Bearing.
£0.41/£0.47

K44B Reproduction of the Spares Parts Manual. This is a truly desirable book that has exploded diagrams of every section of the car. It is useful for seeing how parts fit together as well as identifying them.
£17.50/£20.00

We have recently bought a job lot of GASKETS for Rear-Wheel drive Citroens, and think we can offer sets for almost all models. Please enquire.

F35 NEW TYRES 165 x 400 Michelin X. These were extremely hard to get hold of from Jan. to July this year, due apparently, to Michelin's batch production method – only meet demand when it is overwhelming! Our supplier, however, has now got some and we offer them to members at £50 Levy, or £57.50 Standard price. (List price is £72, and they were on sale at Loreley for £86, which gives you an idea of their scarcity on the Continent). We have met outstanding orders and still have some to spare. If you are liable to want one, or more, please let us know as soon as possible.

We also have some Pirelli Cinturato, which are textile braced and are therefore, we understand, quieter on the road. Limited and irreplaceable number since Pirelli stopped making them some years ago. Same price as Michelin X's.

All orders to be made by post in the normal manner, preferably using official club spares order form.

CLUB SHOP

THE POST OFFICE may go on strike, you may never be able to send a greetings card again, and the end of the world may even be at hand, but don't let baroque problems like these make you hesitate in purchasing some of our new cards. As mentioned in the last issue of FP, these are based on previous Floating Power cover drawings by Sam

Wells, and are available in packs of six as shown below. The price of £1.50 includes envelopes, and the card inside is left blank.

We also still have a few framed and mounted prints left, of the same six covers, size 19" x 15", at £15 each.

Don't forget the new address for the Club Shop – see page 15 for details.



Correspondence

Dear Bob,

I realise that you wrote your recent editorial on the subject of originality with tongue firmly in the cheek, in the hope you would evoke some response from the heathens with four-speed conversions. Well, original to me means 'as made' or in the condition it was discarded, in favour of a more modern vehicle from the late forties to the late fifties. This cuts out cars which have been resprayed, re-upholstered etc. How many Traction are there in the Club which are original? – I doubt if you could find half a dozen. Phil Allison's concours winner was 1936 only in name as 95%, or so it seemed from his wife's article in a previous issue of FP, of the parts used were new! The only thing which has not really changed on the Traction over the years is the body shape, although I understand the early models had no internal strengthening to the sills and these were only put in when customers complained that they could not shut the doors properly due to the car sagging in the middle. I am sure the likes of J. Howard and T. Evans will be writing in great depth of the inadequacies of the basic design of the mechanical side of the Traction, so I will leave this aspect of the debate to them. I will, however, make some general points.

Firstly, how many Club members use their cars on a regular basis and not just for dry summer days? This will eliminate the majority of members, but those who remain should compare the reliability of the original with a four-speed conversion. I think Sam Wells uses his Traction with an original engine/gearbox on a daily basis, but judging from the articles he has written there are not that many days! To drive a car today and expect motorists to notice a sempahore indicator is asking for trouble. Flashing indicators and brake lights (the average motorist does not realise that the brakes on a Traction are as good as a modern car) are essential for the safety of your Traction as well as other road users. You will not get many 'Brownie points' after somebody has run into you for saying "Didn't you see my indicator?", and the subsequent repairs will make the car even less original! I am sure that if the war had not come along then a more advanced engine/gearbox unit like the ID/DS would have been developed for the Traction. It happened with the D-series in 1965 when a new engine/gearbox was fitted. There is as much difference between a pre/post 1965 ID/DS unit as there is between a Traction and a pre-1965 ID/DS unit.

With my conversion, an original engine/gearbox unit can be fitted back into the Traction with no modifications other than the blanking off of two holes in the bulkhead, needed for the new gear-change linkage, and resetting the rear mounting block holder. From the inside of

the car you cannot tell whether it is a 'four-speed' or original – you find out if you follow the gear-change plate, 1st on the original is 4th on the four-speed.

Finally, I think the main point must be to keep the cars running and if the four-speed conversions do that with the sort of reliability owners need to have the confidence to use their Traction on a regular basis, it must be the way forward.

Keep four-speeding,

Roger Williams

Beverley, North Humberside.

Dear Mr. Dyer,

While I was driving our family to a holiday campsite in France during late August, I was involved in an accident. The accident happened just south of Rennes, a mile or so past the big Citroen factory there. At first I thought that our holiday was at an end, the kids were crying (nobody was hurt but, of course, it was a shock to them).

I went to a local Hotel/Bar to phone for assistance. The bar was full of truck drivers and one fellow who spoke English. They all came out and tried to get my car unbent but it would not budge, and anyway, the light was smashed. The English speaking man told me of a local garage that would help and just as I was about to make my way to the garage, the garage-owner turned up! (the garage was about two miles away). He looked at the car with his mate and declared the engine to be ok, but the fan was smashed. He said he would fix it absolutely free! He told us to go to the Hotel and have a meal and he would bring the car along later. We had our meal and at about 10:30, feeling a bit tired, we went to bed (the Hotel had just one spare room). It was a very hot night, and trucks were passing by all the time. At about one o'clock in the morning I heard them bring my car, a Citroen GSA back and park it in the hotel car park.

When morning came, we went down for breakfast, and I found that not only had they made the car driveable, but they had given me a "new" headlight as well! All the garage owner asked in payment was that I let you know. He gave me a copy of 'Floating Power' and said that he would like to expect similar service from your members as he had given me, should the need ever arise.

All I can say is a big thanks to him for saving our holiday, and for fixing our car for free. His name is M. Patrice Crusson (a member of Traction Universelle, and Club des Traction D'Ille et Vilaine), 9, Avenue Alexandre Gilois, 35230 St. Erblon, Nr. Rennes.

Yours sincerely,

Roy Avis

Bracknell, Berks

Ed Note: Nice one Patrice – 'Tres Bon'! Patrice has certainly done his bit for Anglo/French relations and we hope that the same treatment is given to any 'stranded' visitors in our country.

To assist all Tractionists, however, we will soon be republishing our "Mutual Aid Scheme". If you would like to be included on the updated list and can offer help, advice, spares, tools, accommodation or just a cup of tea and sympathy, then please let me know.



Patrice Crusson (see letter).

Review

The Coy's Complete Collector's & Investor's Car Value Guide (1987/88 Edition)

342pp, 297mm x 210mm, illustrated. £4.50

Coy's new edition of their Guide is now available, having – like most of us – gained some weight over the last year. Not only are there now over 450 marques covered, but there are many new photographs on which to feast the eyes.

Traction are estimated at £5,000-£10,000, which seems a realistic enough sum for a car on good to excellent condition, and is deservedly above the figure for postwar Rileys!

Once again the general level of proof-reading leaves much to be desired – Jaguar is in one instance spelt as 'Jaguaur', and 'the fabulous Traction Avant' of 1935-36 is billed as a 'Ten CV'. What's more, the proudly-proclaimed 'computerised design and layout' in fact results (as does most computerised design and layout) in some unfortunate glitches where one line of type simply overprints on the next. On the other hand, there are some nicely pithy pieces of writing – I particularly liked the description of a VW Karmann Ghia as 're-cycled U-boat wears a sports jacket'.

All in all, a well-recommended £4.50's worth.

SW

The Gelida Manina

One might be forgiven for supposing that Puccini composed his aria whilst on a winter's trip in a Traction, so chilling can the primitive form of heating be to those who are hardy enough to use their favourite car all year round. However, the answer as far as the hands are concerned is to invest in a good pair of riding gloves. These are far removed from the effete, many-holed affairs favoured by Negróni-drinking BMWistes (which are sort of G-strings for the fingers). Instead, they are fully-lined, supple leather gloves which cover the upper wrist and terminate in an elasticated knitted band, thus ensuring that

no icy blasts penetrate downwards into the hand. They're definitely the best gloves for driving (as opposed to driving gloves) that I've come across. There are only two drawbacks – one is the cost, which is about £20, though it's far less aggro than going to the trouble of fitting a serious heater. The other problem is that, wearing these, the law may well suspect you of being Capt. Mark, in which case you'll undoubtedly be nicked for speeding. And this time the magistrates may not be so lenient. Highly recommended, nevertheless, and a good Christmas present.

Events

November: Brighton Classic Car Show: there will not be a TOC stand at this event as we were unable to secure space, however we hope to be represented in future. It is however a very interesting and worthwhile event.

December 20: Christmas Dinner at The White Hart Hotel, Whitchurch, Hants. 12 a.m. A family event limited to 40 places only. Price £7.40 per head, special menu at reduced price for children. Contact Mike Wheals on 0256 896876 as soon as possible for bookings.

1988

January: The London Section's traditional dinner is planned for the 9th, at Les Routiers, Camden Lock. Details and bookings from John Gillard at the Arch (01-928-6613).

June 11-12: Concentration Citroen Le Touquet (Fiftieth Anniversary of the 15/6 more details to follow).

May, June or July: Proposed three/four day tour of central southern England, covering Portsmouth, Winchester, Windsor, Oxford, Salisbury and the New Forest. Members in this area are requested to volunteer their services in organising and planning stages of this event. Please contact Mike Wheals on 0256 896876.

More details of any of these events will be in the magazine where possible. If you want info please contact us.

Classified

Wanted

Set of Easicleen wheels. Please telephone 01-878 5374.

Wanted

For 1939 11C – radiator grille, pre-war bonnet flaps, black-faced kph speedo and all dashboard switches, plus any photos showing detail to assist in rebuild. Phone John Gillard (day) 01-928 6613.

For Sale

1938 11F, very original, rust-free, rebuilt; 1932 AC4 major part of

restoration complete; 1946 Light 15, structural welding completed; 1938 Big 15 restored bodysell, new chrome; 1936 Big 15 Familiare, restored body-shell, needs assembly; 1954 Light 15, all MoT work done, needs finishing. John or Bryn daytime 01-928 6613.

Wanted

Anyone in the Cheshire area who would be willing to use their Traction as a wedding car for us in September 1988. Either private or commercially. Please telephone Mr I. Smalley on 0270-216535.

For Sale

1931 Citroen C4 needs good home. Much work already done, rechromed, renickled, engine rebuilt, new tyres, seats and panels retrimmed. Spare engine, gearbox and other spares, s/s exhaust, and all parts to complete. An easy restoration project – would make an ideal wedding car. £3,250 or very near offer, or would consider part exchange for good Traction. Contact Roger Dyer on 0753-686414 (office) or 0483-223890 (home).

For Sale

LHD Spanish built Dyane 1978/9, reg. in UK, new MoT, excellent condition. Special spec. engine rebuilt. Contact Roger Dyer on 0753-686414 (office) or 0483-223890 (home).

For Sale

New Traction Driveshafts, 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).

Wanted

Engine, Gearbox and Clutch in good condition for Light 15. Please telephone 01-439 1485 (daytime).

Wanted

Traction Handbook for 1954 Big 15 with red/brown covers. Please contact Bill Sheddin, Mosswood, Sheddin Road, Tapanui – 9157, Otago, New Zealand.

Service

4-speed conversion complete with gear change mounted behind dash as per original. See article in recent issues of FP Contact Roger Williams, 35/37 Wood Lane, Beverley, North Humberside. HU17 8BS. Tel. 0482-881220.

Service

Wishbone Spindles reconditioned. £30 pair plus p&p. Brake drums skimmed. £20 pair plus p&p. Contact Roger Williams. Tel. 0482-881220.

Garage Wanted

I would like to hire/share a lock-up garage (with electrical supply if possible). Ideally would like to share with Tractionist who similarly enjoys tinkering of a weekend. South London environs most suitable. Contact Rob Davidson, 60 Deodar Road, London SW15 2NJ. Tel. 01-870 8176.

For Sale

Pair of Big 15 Driveshafts, very good condition. Early ID Steering Rack and Driveshafts. Telephone: 0508-78140.

Wanted

Light 15 Differential (not CW), Engine side mounts for Big 15 (both sides) and Timing chain cover. Telephone: 0508-78140.

For Sale

Breaking for spares – Rosalie 1933 Slough Big 12. Most parts still available. Contact G T Johnson, 20 Green Lane, Hucclecote, Gloucester GL3 3QT. Tel. 0452-617761.

For Sale

Amazing Heller Model of Big Six. 1054 parts. Length 59.50 cm. Width 22 cm. Height 19.50 cm. Opening doors and bonnet. Can be built to 1948, 1951 or 1952 spec. Tyres as new. Part assembled kit form including all chrome, working pedals etc. £35 incl. postage. Also excellent Traction 3-speed gearbox and Bell-housing removed from crashed Spanish Once Ligero (Patos) in the 60's. £175 carriage arranged. Please telephone Alan Smith anytime on Bristol 0272 49821.

For Sale

Light 15, Big Boot, blue, good condition. £4500. Tel. Paul Masek, 0242 820475 (day), or 0242 513268 or 0242 603139 (evenings). Near Cheltenham.

Diary Dates

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 Tuesday of each month at the White Hart, Rooley Lane, Bradford at 8 p.m. Please contact Liz or Jim Rogers, 11 Wilmer Drive, Heaton, Bradford BD9 4AR. Tel. 0274 45600 for further info.

LONDON SECTION MEETINGS

From November onwards, all meetings last Tuesday of each month at the Sun Inn, Church Road, Barnes.

Club Tools for Hire

Front hub and outer 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.

Workshop Manual Loan Service

The Club has Light 15, Light 12 and Big 6 manuals for loan; please send details of your car, with name, address, work and home phone number together with a deposit

cheque for £25 made payable to the T.O.C. – this will be cashed but your deposit will be returned if the manual is sent back in a complete and good condition. Please also send a separate postal order for £2.50 for postage, made payable to A. D. Sibley. Enclose a S.A.E. for return of your deposit. Manuals available from Allan Sibley, 174C St. Ann's Road, London N15 5RP.

Club Shop price list and ordering details

Greetings Cards	
Pack of six	£1.50
Mugs	
Traction with Citroen logo	£1.99
Framed Prints	
19" x 15" Traction prints (each)	£15.00
See Sept '87 mag for designs	
Posters	
"Les Tractions"	£1.99
"Traction Avant"	£1.25
Models	
Burago 15CV/20	£4.99
T-Shirts	
"Citroen" (10-12 years, S, M, L, XL white)	£3.99
"TOC" (assorted sizes and colours)	£2.50
Sweat-Shirts	
"Citroen" (S, M, L, XL Navy)	£7.99

Badges

Metal TOC Bumper Badge	£9.99
Button Badge	£0.50
Enamel Brooches	£1.99
(green, white, yellow, black or red)	
TOC Windscreen Sticker	£0.99

Black Numbers Floating Power

1 copy	£2.00
2-9	£1.50
10+	£1.25

For Club Shop 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.



Sam

Encore une panne!