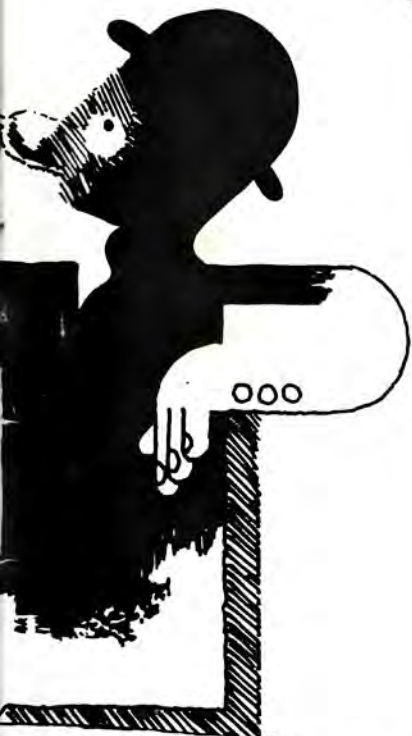


A. M. CASSANDRE



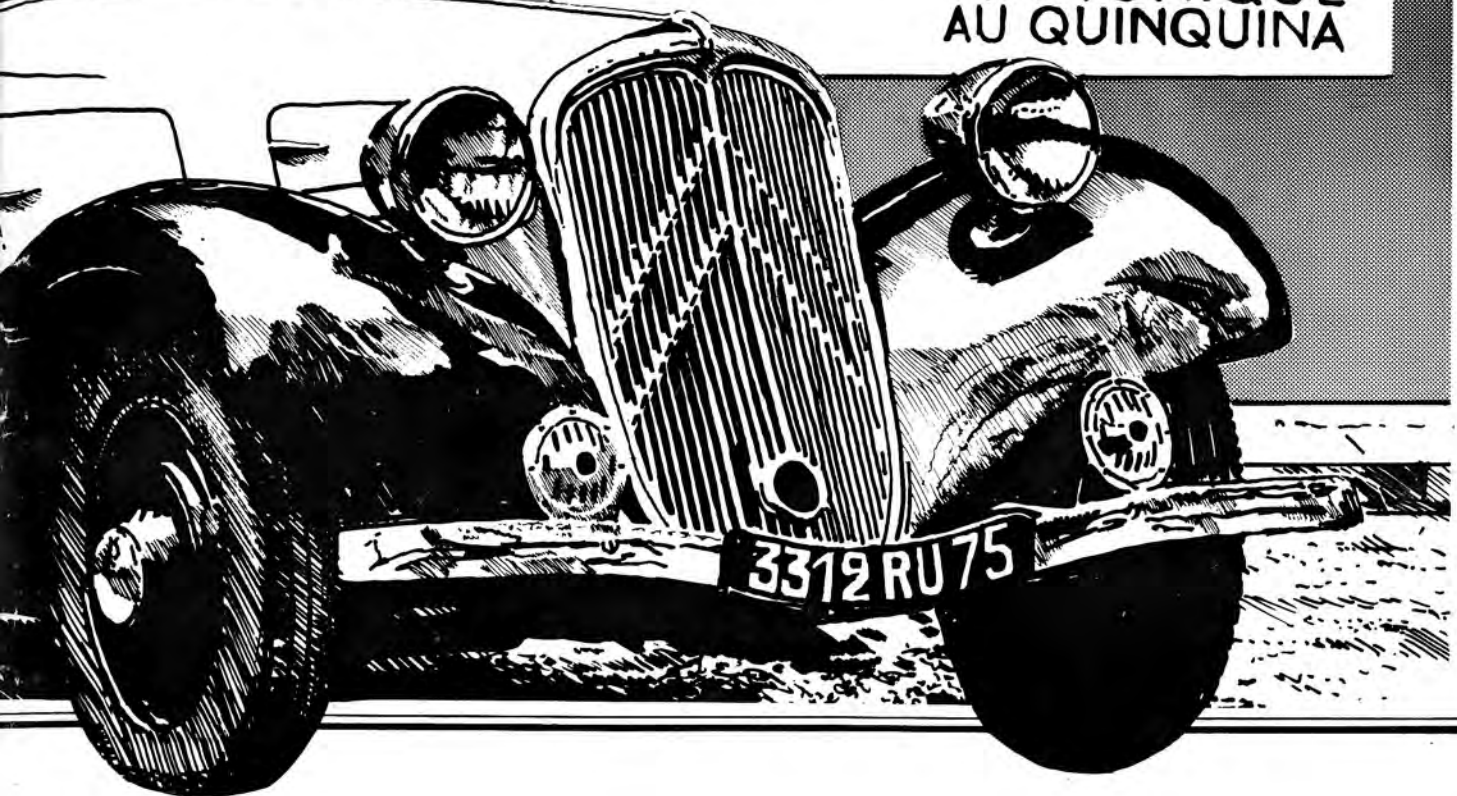
*Floating  
Power*

march 1997



**DUBONNET**

VIN TONIQUE  
AU QUINQUINA



# focCONTACT

## President

Stan Barker  
Barcus Mead  
North Ripley  
Christchurch  
Dorset BH23 8EP

## Standing Committee

Stan Barker  
Roger Dyer  
Tony Hodgekiss  
David Gardner  
John Gillard  
Colin Gosling  
Jonathan Howard  
Lynne Jenkinson  
Martin Nicholson  
Steve Reed  
Peter Riggs  
Glen Robb  
Dennis Ryland  
Bernie Shaw  
Peter Simper  
Peter White  
Roger Williams

## Chairman

Alec Bilney  
30 Mill Street  
Kingston-upon-Thames  
Surrey KT1 2RF

## Treasurer

Peter White  
Byeways Cottage  
Charlton Musgrove  
nr Wincanton  
Somerset BA9 8HN

## General Secretary

Andrew York  
18 Wychwood Close  
Sunbury-on-Thames  
Middlesex TW16 7RF

## Social Secretary

Stan Barker  
Barcus Mead  
North Ripley  
Christchurch  
Dorset BH23 8EP

## Membership Secretary

Peter Riggs  
2 Appleby Gardens  
Dunstable  
Bedfordshire LU6 3DB

## Club Spares

Dennis Ryland  
'Woodholme'  
Frithwood  
Brownshill  
Stroud  
Gloucestershire GL6 8AD

## Club Shop

Keith Feazey  
21 Paris Avenue  
Westlands  
Newcastle-under-Lyme  
Staffordshire ST5 2RQ

## Honorary Life Members

Fred Annells  
David Shepherd

## west

Steve Hawes\*  
27 West Hill  
Portishead  
Bristol  
BS20 9LG  
Tel: 01275 817973

## lakes & border

Malcolm Bobbitt  
4 Holmewood Paddock  
Lamplugh Road  
Cockermouth  
Cumbria  
CA13 0PD  
Tel: 01900 825581

## northern

Stan Platts\*  
1a Moorlands Road  
Birkenshaw  
Bradford  
BD11 2BH  
Tel: 01274 683848

## london

Alec Bilney\*  
30 Mill Street  
Kingston-on-Thames  
Surrey  
KT1 2RF  
Tel: 0181 546 7071

## central southern

Mike Wheals\*  
PO Box 7303  
Whitchurch  
Hampshire  
RG28 7YR  
Tel: 0850 57044

## welsh borders

John Worthing  
Spout House  
Orleton  
Ludlow  
Shropshire  
SY8 4JG  
Tel: 01584 831239

## peak

Bev & John Oates\*  
55 The Knoll  
Tansley  
Matlock  
Derbyshire  
DE4 5FP  
Tel: 01629 582154

## south midlands

Chris Ryle  
Uplow Cottage  
Holt Hill  
Beoley  
Worcs  
B98 9AT  
Tel: 01527 52974

## north midlands

Steve Southgate\*  
34 Woodlands Avenue  
Walsall  
West Midlands  
WS5 3LN  
Tel: 0121 357 2256

## eastern

Ian Nixon  
28 Glebelands  
Thundersley  
Essex  
SS7 4LT  
Tel: 01268  
755611

## ireland

Norman Moore\*  
69 Killane Road  
Limavady  
Co Londonderry  
Northern Ireland  
BT49 0DT  
Tel: 01504 763755

## south west

Walford Bruen  
The Barn  
Beech Farm  
Kingston  
Kingsbridge  
Devon  
TQ7 4HA

## scotland

Ian Nairn\*  
490 Lanark Road  
West Balerno  
Edinburgh  
EH14 9AN  
Tel: 0131 449 4569

\* Club Tools are available in these areas

For details of area meetings, please  
contact your local organiser

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## EDITORIAL

We will open the innings by thanking Marcus Lasance for all his work for the club. Our thanks also to John Starke for producing a very distinctive magazine.

Members will no doubt see changes in the magazine some acceptable and some not, I can only say that the learning curve is vertical and all efforts to produce the magazine are being done with the interests of the membership. All correspondence, critical or otherwise will be welcomed.

As the now deceased Chinese leader once said, "It does not matter if the cat is black or white as long as he catches the mice". Work that one out!

Looking back through past F.P.s the magazine shouts quality which in my view is a reflection of members input. Observant members will notice that the cover of this issue has been taken from a previous copy and I make no apology for this. It is our intention to reproduce some of the wonderful art work the magazine has produced in the past.

When I write we please understand this is not the royal we but there are actually two of us attempting the task of editing. When I offered to take on the editorship, my good friend Jonathan Howard in turn offered his help with technical articles and I instantly accepted. I am sure members have read Jonathan's past articles and I have no doubt we shall all benefit from his knowledge in future issues.

And so to thoughts of the next issue. The constant plea from all editors to members is to submit the articles for publication and that tradition will continue with this team. Please let us know of your rebuild, that car you saw in the scrap yard, how you cured that mysterious rattle and resolved the brake problem. I am sure you may think nobody is interested in your car or how you keep it on the road, but let us be the judge. Write that article you always promised.

Finally, we have a new chairman, Alec Bilney who I am sure needs little introduction, a member of long standing who has been active in the club. Thank you Alec!

And so to bed or is it press. I said the learning curve was steep.

G.R.

Editor  
Glen Robb  
Rayford Cottage  
The Turnpike  
Middle Barton  
Oxon OX7 7DD  
Tel: 01869 347513  
Fax: 01869 340957

Technical Editor:  
Jonathan Howard  
21 Market Place  
Chipping Norton  
Oxon  
Tel: 01608 643065  
Fax: 01608 642973

As it is impractical for us to verify the accuracy of information and advice given in this magazine, neither the Traction Owners' Club nor officers and members thereof selecting or contributing any material, accept any liability for any error, omission or inaccuracy therein.

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*No, not 1940 France, but during the filming of "The Roman" Normale XSV 957 with mock Wehrmacht in deepest England.*



**inBRIEF**

As you will see from the Advert at the rear of the Magazine the TOC is now an Associated Club of the RAC. Set out below are some of the advantages of membership of the RAC through an Associated Club together with the 1997 prices.

*Interesting Rear*



*John & Mary Taylor sent this card from a visit to Cuba.*

*John was told that there were tractions in use but he didn't see any.*



**HELPLINE**  
**01425 674476**

(24hr answerphone)

When phoning please give:

- 1) Your name
- 2) Your phone number
- 3) Reason for calling

*David Boyd's car spotted "Lost" in Wales during VSCC night rally. Rare picture - car with mud on wing!!*



**CHAIRMAN'S MESSAGE**

Any new chairman accepting office in an established club can take pleasure from his initial duty, which is to thank his predecessor for the time and energy which had been devoted to club affairs. Marcus Lasance has been a particularly vigorous chairman, and has introduced information technology to the T.O.C., with computerisation, mailmerge and even the famous Internet brought to our service. Our cars may be of the '30s but that does not mean our communication must be. I therefore take very great pleasure in

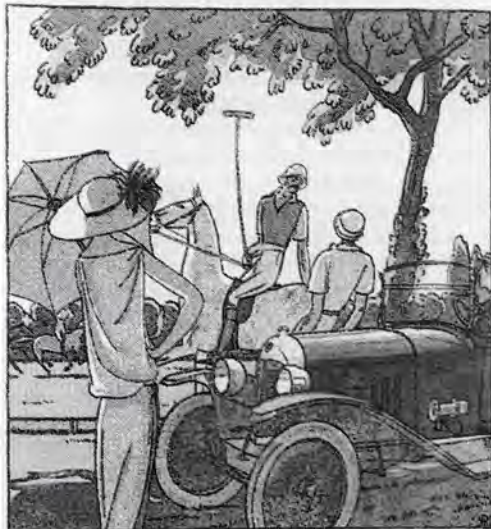
expressing my personal thanks and the thanks of all club members to Marcus.

It is an additional pleasure to be able to express similar gratitude to two other former chairmen, Bernie Shaw and Roger Dyer, for taking on the mantle of responsibility at the time of Marcus's surprise resignation. Their contribution really was beyond the call of duty, as both had already done a long and distinguished spell as Chairman.

I am honoured and naturally proud to be following in the footsteps of all three. I am aware that this is no light task that I have accepted as Chairman, and I hope to acquit myself well in my duties. The events leading up to my appointment have been presented in some detail by the committee, as they felt a factual report was needed. Their statement appears on page 8. It is admirably balanced and expresses no opinions, and I heartily endorse the sentence, "We regard the matter as now closed." President Gerald Ford of the USA had the difficult task of pulling together a nation split apart; his memoirs are entitled, "A Time to Heal". Let us heed that.

I am sure the club will carry on doing what it has always done, helping members keep their cars on the road and providing venues for us to meet.

Latest advert taken from  
Landsend Magazine.



LA CITROËN ET LES SPORTS  
LE POLO

*The polo was the favourite of the 1920's jet set from the French Riviera to Palm Beach.*

## PEAK NEWS

We will continue to meet on the First Sunday on the even months at The Bull i 'th' Thorn pub near Buxton.

Our next meeting is on April 6th - John & I will not be there as we have a date with Donald Duck in Florida.

The meeting after that is on Sunday 1st June which is the same date as the High Peak Historic Vehicle Run. This starts from our local, The Bull i 'th' Thorn, from 10.00 onwards. The route is about 50 miles long and undulates through remote Staffordshire villages and secluded valleys and ends back at the pub for lunch. You can eat your own picnic or book in for a Buffet at £7 per adult.

To take place on the Run costs £6 and is an enjoyable event - around 6 TOC cars normally take place. If you want to join us please phone me so I can send you an application form.

Later in the year - probably early September - we are trying to organise a visit to the Midland Railway in Ripley, Derbyshire. More details in a later issue of Floating Power.

*Bev Oates (01629) 582154*

**The London section** is a well attended section by Members, wives and cars. Many of the members i.e. 75% go to all the rallies, are well known and have good knowledge of the cars. We have had many days out on convoys of our own and with joint trips with other sections. This year's days out are listed, some dates are to be advised, but if interested or need further information please phone Peter Simper (0181-891-1093 evenings 8.30 - 10.30).

19th MARCH, '97 TALK ON MICHELIN by David Ralph  
13th APRIL BLUE BELL RAILWAY  
5th MAY LIONS CLUB  
8th JUNE HOLLYCOME STEAM FAIR  
T. OLIVER CLASSIC CAR/WAR MUSEUM  
DENBIES VINEYARD  
R.A.F. MUSEUM

Horsham Rugby Club  
E. Sussex  
Cheam, Surrey  
Hampshire  
Eton  
Box Hill  
Hendon

1997 started with six members sharing a car and travelling to the Retromobile Classic Car Show in Paris, excellent show and a chance to sample French food and wine with friends.

## sectionSCENE

### SCOTTISH SECTION

The Citroën Car Club Scottish Rally will be held on 1st to 3rd August 1997 at Doune Motor Museum. With a ceilidh on Saturday night and the main event on Sunday. TOC members are most welcome and with rumours of several long lost Scottish tractions appearing back on the road in '97. This will be an ideal chance to meet. Please note club tools are with me.  
*Ian Nairn*

### Welsh Borders TOC

We kick off 1997 with a pub lunch meet at The Riverside Aymestry on February 16th everyone is welcome, please ring me to book your food. It is a very popular pub and unfortunately sometimes they are full up. We will have another meeting on March 16th, at the same venue, watch Floating Power for further details of future events. Does anyone envisage going to The Annual Rally in June, would you like to go in convoy? Half a dozen tractions from the Welsh Borders! The great advantage of course, is that if any mechanical problems are encountered we can help one another!

Talking of FP you will know we have a new Editorial Team, Glen Robb and Jonathon Howard, please please give them your support with any contributions, such as snippets or technical info or an article of how you found your traction etc etc, they have a difficult job following John Starke. Although personally I think FP was overdesigned and understuffed with content. (Easy to criticise, less easy to do). They have both attended our meetings so now its time to help them.

Do you want a nice day out in your traction? Try the Cider and Vine Tour, this is a non-competitive tour through Glos & Herefords visiting Cider makers and a vineyard. It is on Saturday 24th May. Ring Malcolm William's on 01544 267579. This is not a TOC event but it should be good, unfortunately Mary and I have business commitments that day or we would be taking part.

More ideas required please for interesting things to do, we will be having a Welsh Borders BBQ at the Spout House sometime during the summer, you are all invited, you can have a good look at the latest resto project, a Grand Boules Tournament organised by Kevin Betts, relax in the garden on a barny summer night, eat drink and be merry! I can't wait.....

Happy New Year and safe motoring in '97. Regards

*John Worthing*

### North Midland Section

A newly opened (early March 97!!! Check Date) quite spectacular "Cafe Rouge" will be opening in Sutton Coldfield centre, West Midlands. Perhaps the Traction Owners Club should put them to the test. I suppose a small convoy of Tractions from Birch Grove, through Sutton Park, and onto Cafe Rouge for afternoon tea or croissant would be welcomed. If you do not possess reliable transport for the occasion then I suggest you book seats in advance for two spare families, reserved for the less fortunate members. It may help if we reserve seats at the Cafe Rouge so telephone Steve Southgate on 0121 357 2256 if you fancy the Spring Outing. Suggested itinerary:-

1.00pm - 2.00pm Meet at "Birch Grove", 34 Woodlands Ave, Walsall  
2.00pm - 3.00pm Drive through Sutton Park.  
3.00pm - 5.00pm Cafe Rouge.  
6.00pm - 8.00pm Chat at Birch Grove and planning 1997.

*Steve Southgate 0121 357 2256*

P.S. If you have any ideas on days out please let Peter know.

*Peter Simper*



of wires which are connected to giant pillars whose tips are lost some-where in outer space. From a standing start at the *payage* we approached the new bridge with considerable trepidation, for, in our 47-year old Traction Normale - equipped with its three wide ratios, and laden down with four hefty passengers (well, ok, but what the girls lacked in body mass was more than made up for by their bottomless luggage) - it looked absolutely daunting. We decided to take a run at it and hope for the best.

Somewhat to our surprise we crested the bridge with ease - though we hardly dared to glance sideways at

the suicidal drop beneath us. From then on it was plain sailing.

On the following Monday morning - by then well installed in our rented farmhouse amid the beautiful Brittany countryside - we headed for the local Citroën agent. The parts manager came out, took one look at the Traction, shrugged, and did a remarkable 'Allo 'Allo impression of René explaining to Herr Flick that he had no escaped British airmen in stock ... wouldn't dream of such a thing. Parts for a Traction? - what a silly idea. "Maybee un Club Citroën?" was the best he could offer in the way of assistance. I did however succeed in extracting directions to a glass company - with the idea that I could make a pattern from the other side window and get them to cut one from laminated glass. We found the place ... along with the note on the door saying they were closed for August. Someone told us about another glass company. With hopes sinking, we set off again. Then - while stopped at traffic lights - it happened! Another Traction Normale, its driver waving at us, swung into a carpark just ahead.

We pulled in beside him (Pierre, his name was) and, getting out, spent the mandatory few minutes admiring each other's cars before getting down to the business of the glass. Pierre had even less English than I had French but he gestured for us to follow him. On the other side of Dinan he eventually pulled up at a little lock-up garage. He opened it up and we went in. There seemed to be very few car parts there, but, against one wall there was a stack of front door windows ... no windscreens, back windows or rear windscreens ... just six 11B Traction Normale front door windows! Pierre presented us with one glass in perfect condition - and refused anysuggestion of payment.

Driving away, still somewhat dazed at our luck, and with the treasured pane of glass in the back, I wondered how we could have chanced on Pierre ... who *happened* to be passing just then, and who *happened* to be parking near us, and who *happened* to have a stock of front passenger windows in his garage. And Pierre's car was, believe it or not, only the second Traction Avant we were to see in our 2 1/2 week stay in France.

## THE LUCK O' THE IRISH!

Shortly before taking my Traction 11B Normale to France I spotted Steve Reed's piece in July's *Floating Power* ... about Julian Taylor getting the AA to waive, for TOC members, the £35 'old car' loading on its 5-Star rescue package. Luckily I didn't need to make a claim (despite the fact that the trip began with an unfortunate incident which necessitated the replacement of the front passenger window). Nevertheless, the insurance was a must, and so, thanks to Julian's efforts I was £35 to the good. As for the window problem, that was solved - but through the most unusual of circumstances.

On the first day of August, four of us, plus luggage, piled into the Normale and headed out of Dublin for the Rosslare ferry port. We were booked on the Irish Ferries 'St Patrick II' bound for Le Havre, from where we would drive to Dinan, just south of St. Malo, in Brittany. We were within sight of the ferry port when suddenly a stone, or some other object, struck the front passenger window - shattering it completely. We never did find out from where the offending object came, but naturally we berated Paddy, my front-seat

passenger ... for if he had had the window rolled down at the time he would have taken the stone on the chin - and saved us all a lot of trouble trying to get the glass replaced in France!

All we could do before sailing was to pick the glass out of the seats, tape some heavy polythene sheet over the opening - and trust that no one took a fancy to the golf clubs and baggage now easily accessible inside (being the small-boot version, these were of necessity stored in the Normale's spacious rear passenger compartment). However, as with everything else aboard the Irish Ferries ship, security was top class, and after a smooth 22-hour voyage we arrived at Le Havre in fine fettle.

One of the most fearsome sights for any motorist is the new *Pont de Normandie*. This huge suspension bridge, which spans the Seine estuary a few kilometres outside Le Havre, puts the older, though still impressive, nearby *Pont de Tancarville* in the shade. As you leave the toll-booth complex you get your first proper look at the new bridge: a thin ribbon of tarmac snaking up into the sky - dangling from a network

Back at the farmhouse that afternoon, I stripped the door, fitted the glass - and shortly afterwards the Traction was once again as good as new. By then I had decided that when I had recently mentioned to the ever-supportive Steve Southgate (from whom I had purchased the Traction several years ago) that I was taking the car to France, he must have arranged for us to be secretly shadowed - just in case we got into trouble!

Well, of course I was much more confident after that. I knew then that if a water pump collapsed or a drive-shaft sheared, a Traction was bound to swing around the next corner ... with its driver gaily waving the new part at us!

With its new window in place, the Normale positively basked in adulation from the locals. On one occasion we were approached by two enthusiasts who questioned us at length about it. We struggled for some time to understand them, and to answer their questions in our pathetic French. Then, when our vocabulary was pretty well exhausted, they asked us where the car lived. We said *Irlandais*, and the immediate response came: "Ah ... *conas tá tú?*" (Irish for: How're you doing?) It turned out that they were English holidaymakers - with Irish connections. They thought we were French - and they had been, like us, desperately struggling with the language.

One final incident which might just prove useful sometime to a Traction spares-hunter: Driving from Dinan to Rennes we spotted some ancient wrecks outside a garage. We pulled in and talked to the owner. Strangely, his name turned out to be Francis Kennedy (the place is full of people trying to pretend they're Irish, obviously). He spoke good English and is a restorer of old French cars - including several Tractions in various states of repair - and he appears to have a fairly decent stock of spares. His card states: Antic-Auto, Les Quatre Routes, 22270 St Igneuc. Tel: 96.31.61.16. Fax: 96.31.63.27.

Anselm Aherne  
63 Granitefield  
Dun Laoghaire  
Co. Dublin

## Membership Renewals 1997/8

The Committee have reviewed our current costs for the magazine printing and postage and are pleased to advise you all that subscriptions will remain at £20 for the forthcoming year.

As before we are keen to receive prompt payment to reduce our administration workload and avoid unnecessary membership suspensions.

Payment can be made by Cheque, Direct Debit or Credit Card. Remember subscriptions overdue at 30th June 1997 will result in deletion from the mailing list and will incur £5 admin charge to rejoin.

Members who took the Direct Debit Option last year will have their accounts debited in the first week of April and renewal confirmation will be sent in due course.

Thank you all for your support.

Peter Riggs  
Membership Secretary

# THE WALSALL BASH

30th NOVEMBER - 1st DECEMBER 1996

Saturday noon sees the first arrivals at the Friendly Hotel. Seated with drinks and sandwiches in the main Lounge area the group slowly expands as the arrivals continue.

Our greetings having been said, the inner man satisfied we congregate in the Anti-room of our function area by 4pm where Keith Feasey has displayed some of the items from the Club Shop, together with a pile of Video's of the last two Tours of England, kindly compiled and now marketed by Richard Hooley.

Having watched ourselves for nearly an hour and a half bringing back the memories of those two wonderful Tours, very professionally filmed by Ester Astbury, Ian Nixon and Richard Hooley there is a scramble to purchase the same for future viewing, (for those less fortunate than ourselves a small supply of these Videos is still available from Richard).

Time now moving on and most of the Revellers being present, we disappear to our rooms to put on our Glad Rags.

7pm sees a goodly crowd around the Bar for Pre-Dinner drinks. In what seems no time at all we are called into the Suite where the room has been set out with large round tables. 94 Members, families and friends sit down to a very good Festive meal.

The tone of the evening is lifted by the light-hearted banter of one Barrie Longden who I might say worked tirelessly to keep the spirits of all present at a very high level.

After a short spell where

Certificates were presented to Steve Southgate, Barrie Longden and John Griffiths in recognition of the work they have done over the years on behalf of the Traction, the Disco commenced. Partway through the evening we were entertained by Claire De Felice, Miranda and Juliet York who mimed and danced, a very good Cabaret. Barrie having distributed the Raffle prizes together with a few special gifts, the numbers beginning to dwindle the evening came to a close with the last few stalwarts hanging on to the bar in the main Hotel Lounge.

Sunday dawns to a Self Service buffet for Breakfast. It was surprising how little some were taking on their plates, we however got our monies worth. Steve Southgate had arranged a convoy run into the centre of Birmingham for those who were interested, others decided to visit Cadburys chocolate factory (obviously the night before had not adversely affected them). The rest started to pack up and wend their way back home.

A very enjoyable two days, on behalf of all those present may I thank both Steve and Barrie for all their planning over the months and the hard work they put in over the weekend on our behalf.

The Hotel has already been booked for a weekend near the end of November this year so come on lets try to take over the entire Hotel.

John and Mary Worthing made it to the top, but not without a little delay on the journey.



## Border Ramblings

Last September the Border 7c took to the hills to take part in the Mid Wales Meander, a Treasure Hunt cum sight seeing jaunt through Mid-Wales, and very pleasant it was too. We were mixing with a 32 Lagonda, Lotus Elan and Cortina MGAs and Bs, various saloons of the 50s and 60s and a Sunbeam Alpine. We were motoring through the Elan Valley closely followed by the Sunbeam, when we came to the twisty bits he seemed to drop back, on the steep bits he was on our bumper again, at the lunch stop he asked admiringly 'where does it get its cornering power from? British saloons of the same vintage would have fallen over cornering like that' when I told him Tractions came out in '34, only 7 years after the T model Ford's demise, when most manufacturers design departments, including Sunbeam, were unable to escape their fixation for lorries! When I ran through the long list of features

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### STATEMENT BY THE COMMITTEE

You will have seen in the January edition of Floating Power that the club has a new editorial team. This is not the only important change within the structure of the T.O.C., as the Chairman has also changed. The factor which led to this unexpected event was the question of payment to a club officer who had found himself no longer able to dedicate enough time to T.O.C. affairs. That subject was thoroughly discussed in several fora: through the questionnaire seeking views of members; within the committee; in the pages of F.P.; on the Internet; and on the telephone. The Committee's decision was based on two points. Firstly, that it was unnecessary to pay because we had the offer of a new editorial team to take over producing F.P., and secondly the committee was against the principle of paying officers in our small club. After the discussion, the committee drafted a statement to appear in F.P., intended to keep all members informed of the whole situation.

That statement appeared in the left column of page 11, but editing led to the omission of the part announcing Marcus's resignation and the reason for it. We feel we can do no better than print the last two paragraphs in full, now.

"After the discussion described above, Marcus Lasance informed the committee that he felt it necessary to regard the decision as a vote of no confidence in his stewardship, and as a result now found himself obliged to resign his responsibilities as Chairman. All others present unanimously responded that this was not the case, and urged him



and firsts attributed to the Traction, he was mighty impressed. We did not win the Mid-Wales Meander but we spread a little of the word of Andre Citroën! If the car still has this much impact 60 years on, imagine the impact back in 34.

The annual 3 weeks jaunt to France in 7c found us visiting friends and attending classic car events. Used Traction parts in France are still very reasonable and with the help of Les Budgen (you will remember those of you who were there, Les and Jean are the folks who entertained TOC for lunch at their beautiful home when we camped with Rik and Marie Blote at Touzac in 95) we came home with a spare gearbox and several good brake drums, the gearbox at a tenth of the price asked recently in Floating Power! Well, I hear you say, the gearbox's state is unknown... unknown it may be, but I paid £500 for a so called rebuilt gearbox that we immediately christened Slack Alice on its first test drive! Since then I decided that the best way to get a good gearbox was to keep buying them for £30 in France until you get a good one, and it worked! Slack Alice is waiting surgery on the shelf, to be fair I think I was very lucky to find one for that price.

We broke down as usual, this time in Tarn and Garonne, the fuel pump diaphragm decided we needed a little excitement and promptly became porous, luckily no fuel found its way into the sump, very good design Monsieur Guiot, we were able to borrow a pump from a DS while waiting for a kit to come from Neo Retro in Limoges. The owner of the DS was a refugee from The Spanish Civil War, he delighted in speaking perfect English to us and at the same time giving us the contents of his orchard, the local speciality pruneau and figs. I think there are still shrivelled up figs in the boot of 7c now. One of the highlights of the trip was to climb the Col du Aspin and the Col du Tormalet in the Pyrenees. We had climbed higher in our Traction than anywhere in UK!

Like our Traction fairy Godfather a phone call from Les Budgen alerted me to a source of 72mm pistons and sleeves. I sent off my Eurocheque and they duly arrived. I will then eject the 11cv lump and put back the 9cv unit rebuilt with these goodies, who needs power anyway? I am told by Jonathon Howard that these pistons et chemise were produced for the H van (to reduce capacity for tax purposes) but they fit the Traction and are higher compression, the nett result for the H Van was improved power from a smaller capacity and better fuel economy, I wonder if I fitted a big SU carb on to the sidedraught manifold I could blow off 1911cc models?

Last evening Mrs Border and I went to spectate on The VSCC Measham Rally, all pre-war Sports and Sporting Cars, a plot and bash Road Rally. First car to arrive was the White Traction Roadster belonging to David Boyd driven by Boyd Junior, they were number 74 last car on the road, so I presume they were lost and headed for the end of the section. I wonder who cleans off the mud Senior or Junior Boyd?

Stand by for a report on Kevin (Groupie) Betts' Traction that your reporter is rebuilding, on receipt of his 50p deposit and the request that it should be ready for the next ICCCR, work commenced, I can report that, most of the mechanical work is finished and tested, in fact we borrowed the engine and gearbox and ran them last season in 7c (yes I know its naughty but he has only paid 50p up to now), it is a superb engine and box, as soon as workshop space and time allow the next stage will begin, we will have to completely gut the body, replace the floor and the inner and outer sills, now where can I buy the cheapest panels? I wonder if that old filing cabinet could be flattened out to make the floor.....

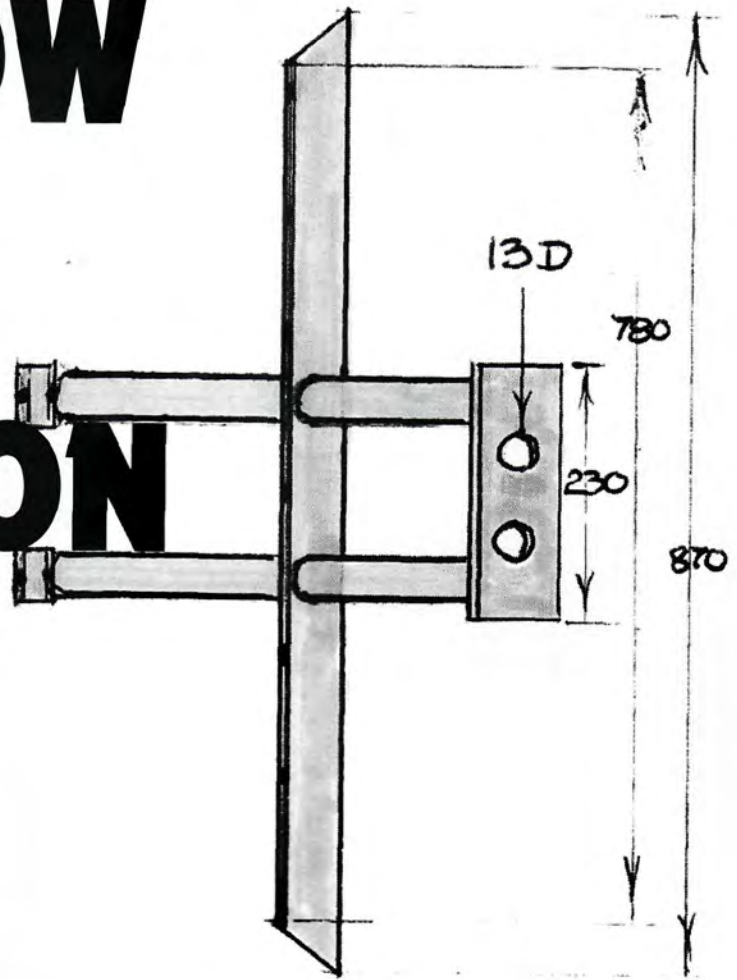
to allow a period for personal reflection before deciding such an important point. Subsequently, however, Marcus confirmed that he was unable to continue and, with very great regret, the committee accepted his resignation as Chairman and as a committee member. Sincere thanks were offered for his energetic contribution to the club in the past."

The duties Marcus has performed have been re-allocated to other people willing to take a load at short notice, and a fuller report will be made in the next magazine.

Those who have access to the minutes of committee meetings via area reps. will be aware that once Marcus Lasance had confirmed his resignation and it had been accepted by the committee, Roger Dyer and Bernie Shaw agreed to share temporarily the responsibility of acting Chairman. In view of the seriousness of the situation, another committee meeting was held on 19th February with the aim of appointing a new chairman. The meeting was attended by 22 people, virtually the whole committee together with seven area representatives. Alec Bilney was nominated and elected, and his first Chairman's message appears on page 4. We regard the matter as now closed.

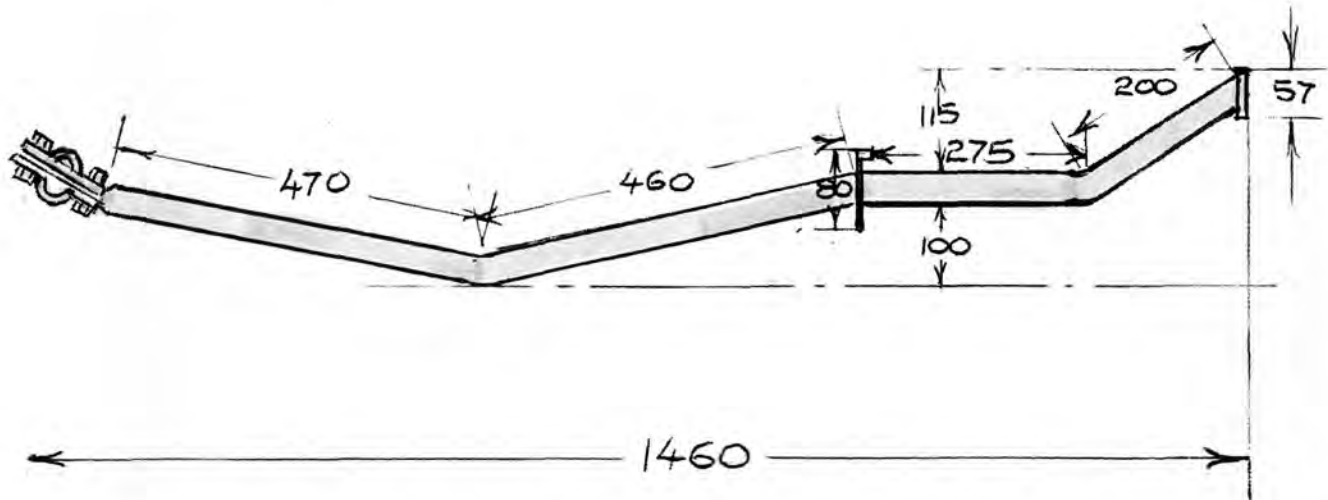
We trust this letter will explain events, and that we shall continue to enjoy your support as we strive to guide the T.O.C. into the future.

# THE TOW BAR SOLUTION



Traction's are some of the most beautifully designed cars ever to be massed produced, which is why I bought one - but if I had to choose between being able to drive or cycle, I would choose the latter every time. Fortunately, thanks to some kind responses to my recent request for a tow bar attachment in F.P. I have not had to make the drastic either or decision but I have been able to combine the two. Nicholas Hall provided the tow bar attachment and Julian and Mary Taylor sent me details of a cycle rack.

The photographs were taken in the Dordogne last summer where we successfully transported two cycles and our one year old son's bicycle trailer and on one occasion my sister in law came as well and her bike went on the roof. Original tow bar supports are now hard to come by and so for the benefit of anyone who would like to have one made, I drew mine before fitting. I did not have the luxury of putting it on a jig to get the exact angles but I am sure with the necessary 'tweaking' a copy could be made to fit.

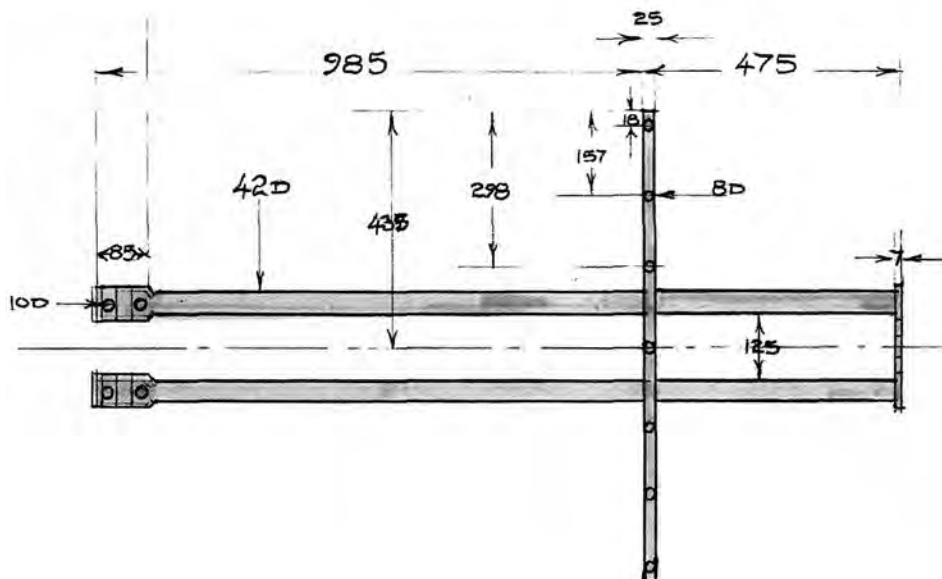


The tow bar rack came from Pendle Engineering, Unit 6, Pendle Industrial Estate, Southfield Street, Nelson, Lancs BB9 0LD. The arms can be removed in seconds when not in use and are suitable to take either 3 or 4 bikes or less. A lighting board was advisable as my six voltrear lights had a job to filter through the spokes. The wiring was run along the length of the car and fitted into the connector blocks on the bulkhead at one end and into a standard female connector at the other. As my indicator ears stick out above the bikes I kept it to stop and tail lights only.

The advantages of this system are that it is sturdy, the bikes are secure, easy to remove, little chance of damaging the car paintwork and there is still sufficient room for the boot to be opened thereby not taking away or obstructing valuable luggage space.

Copies of the drawings are available through the editor.

Peter Ashlee. Tel. 0181.301.4982.



# Sign posts



(by Walter Rey)

No, not just simply signposts.

André Citroën has thought very early about the advertising efficiency of signposts. As a matter of fact you probably know the André worked with Mors (a less known French car manufacturer) before World War I. Already there he promoted the company with signposts in public places.

For his own company he commissioned companies as Imp. Max Gremnitz in Paris to create signposts as early as 1924. As the depicted draft shows, the signs were of octagonal shape, like the signs on the radiators of the Citroën cars of that time.

The sheet metal signs of 1924 were not yet produced in the well known enamel technique, but painted in lead colours which is also very resistant.

The signposts were mounted mainly on house walls, main roads, crossings etc. so that it was assured that many people could see the 'Double Chevron' and that many of them would buy and drive Citroën cars. There are also postcards from the time where you can recognise a Citroën signpost.

I have seen some of the early lead painted signs in their original places (see the photographs from the eighties), but what is still in place is in very bad shape. Lead signs in a good condition are a rarity.

During the 15 years of my search for Citroën signposts I have seen only four of them and they are in my collection now. The last two I bought in the spring of 1995 at an 'enamel dealer' near Orléans.

The sign "Pièces por Citroën" I bought from a dealer in Lyon. It's from the time of 1920-1922, the very beginning of Automobiles Citroën. Additionally it seems to be an extreme rarity as I have never seen a similar one depicted in a book and it is not known to many Citroën collectors I know.

Up to the next article about signposts.

Tractionellement yours

Walti Rey  
(Switzerland)



# MODERN CYLINDER HEAD GASKET TIGHTENING TORQUES

The availability of the original copper asbestos type cylinder head gaskets is now limited and the more commonly available ones are of the modern type.

To satisfactorily seal the traction cylinder head with the modern type of gasket requires an increased tightening torque - 45lbfft instead of the original 36lbfft seems to be adequate. The original cylinder head studs do not seem able to take this increased torque and should be replaced. Although the original bolts are stronger the 25% increase in tightening torque may cause problems. UNBRAKO socket head cap screws (M10 x 110lg) are able to take a torque of 57lbfft which gives some margin of safety. Be sure to insist on UNBRAKO as some of the equivalent do not have the same tensile strength.

When tightening the cylinder head bolts make sure you go to the specified torque in one continuous movement. The traction cylinder head bolts have coarse threads, M10 x 1.5, and initially tend to relax their grip so it is advisable to retighten the head, after filling a new gasket, at 500km, 2000km and 5000km. Slacken each bolt in turn, in the recommended tightening sequence, and torque up to the specified torque.

*Roger Williams*

## CITROPOLIS

The first issue of Citropolis is now out and reads very well. It has many interesting articles and yet more new finds by Fabien Sabates. How does he do it? There are 64 full colour pages and future issues will have spares and car adverts.

Production will be in both England and French which will come as a relief to some. The English translation of the first issue is very good unlike some magazines I have seen.

The magazine is available by subscription only and costs 310 french francs direct from Citropolis. BP 2277650 Longueville. Fax: 00 33 1 64 08 87 56.

David Conway has arranged to purchase each issue and they can be bought from him direct for £4 + pp. Contact David on 0118 9783533 for information.

I am sure all members wish the new venture well and look forward to future issues.



# Paris Retromobile 1997

The intention this year as of previous years was to have the annual boy's outing to the Retromobile. Owing to illness and indisposition of my fellow travellers, I went by myself in my lighting 15 to Paris. The show was as ever, impressive. On the Traction Universelle stand there was a smart 1954 Familiale which was unusual inasmuch as it still belongs to its first owner, and is largely unrestored. Also present was an impressive C6 couple de ville, a style of body where the occupants do not breathe the same air, or share the same roof as the chauffeur.

Nearby was a green 1969 D safari with the relatively unusual option of the semi-automatic box. Exactly the same year, colour and specification of my father's last D. Very nostalgic. Where are you now, LD0 577G?

This year there were many stands exhibiting models of vehicles. These varied in standard from crude to exquisite and clever, though I must admit I prefer the real things.

On loan from the Bovington Tank Museum was a Rolls Royce armoured car, fitted with a machine gun turret. Incidentally, at Bovington there is on exhibit an ex-Wehrmacht tank made for them in Paris by that well-known anti-semitic collaborator, Renault.

A curiosity was a pre-war prototype 2CV, bodied as a pickup, and powered by a flat twin water cooled engine.

Same as last year was a number of mahogany-hulled speedboats and launches.

A large collection of Moto Guzzi bikes was on view, including the military 3X3 made by Guzzi, which also had adjustable track, and was intended to go up steep winding and narrow goat tracks. It was powered by a V twin engine, which subsequently inspired generations of Guzzi motorcycle engines.

Back to Citroëns. Philippe Chauvet was exhibiting a kit which enables the fitting of an ID19 4 speed box to the traction bell housing, retaining the "Eiffel tower" gear linkage, thus keeping the number of modifications to the car minimal, and easily reversible. I had a good long look at this kit, and considered it to be well thought out and made.

There was the usual collection of stands selling parts of varying age, condition and quality. One moronic stallholder regularly amused himself by winding furiously a 1920's klaxon. Was this, I wondered, the same moron who was doing the same in the spares marquee at the 10th ICCR at Clermont Ferrand?

Even though the pound was relatively strong at 9 Francs, prices were on the whole pretty stiff. I spotted a pair of dynamo brushes marked at 14.50F. (£1.60), but had it patiently pointed out to me, stupid foreigner that I was, that the price marked was the price at which these had once elsewhere been for sale, and that the real price, not displayed, was 90F (£10).

After several hours looking around I found myself exhausted and going into a state of sensory overload, staring blankly at things without taking much in, but all in all the Retromobile was impressive, and well worthwhile.

*Jonathan Howard*

# THE ANORAK'S QUIZ

A member wrote a letter on the internet expressing concern about the format that Floating Power might take if edited by volunteers. "The days of keen amateurs are long gone. We have all seen other club magazines - badly typed, dull articles reproduced on photocopiers, created by anorak people - let's do the job right!". Cheers, Tony Hillyard, and thanks for your support. Here is a quiz set by an "anorak person". I have persuaded those generous chaps on the committee to fund prizes for the first three correct sets of answers received. These will be 1) Free subscription to the TOC for one year, 2) and 3) I will sort out a booby prize for the entrant with the most incorrect answers. So get out your anorak, retape your spectacles, and get cracking! Send your answers to -

FP Anorak Man  
21 Market Place  
Chipping Norton  
Oxon OX7 5NA.

- 1) Which year did the water pump of a 4cyl. traction change from a packing gland to a carbon seal?
- 2) Which year did the front outer wheel bearings change from 17 to 19mm. width?
- 3) Which year was the clutch interlock introduced on the gearbox lid?
- 4) How many modifications did Citroën claim to have made when the 11D engine was introduced?
- 5) You carefully restore your 1946 Light 15 to exactly the state it was in when it left the factory. On which 3 counts will it fail its MOT?
- 6) By what means can you tell what the exact compression ratio was of a perfo cylinde head when it was new?
- 7) On a 1950 Slough Light 15 who were the manufacturers of the ammeter and the fuel gauge?
- 8) Which side of the car is the fuel filler on a) a 1951 Light 15, and b) a 1953 Slough Light 15?
- 9) How many familiales did the Slough factory make post-war?
- 10) Generally Slough cars followed innovations from the Paris factory. Which two innovations from Slough were taken up years later by Paris?
- 11) What is the piston speed in feet per minute of a 4 cyl. traction at 66.3 mph?
- 12) Who was the manufacturer of wheels for postwar Slough cars?
- 13) What was the weight of a Slough-built big 6H?
- 14) What was the turning circle of a big 6?
- 15) In 1949, how much extra would a sliding sunroof have added to the cost of a Light 15?
- 16) Pre-war how many crown wheel and pinion counts were available from Paris, and what were they?
- 17) Which year was rack and pinion steering introduced to the traction?
- 18) How much extra would a heater tube have added to the cost of a Light 15 in 1953?
- 19) How can you immediately tell if a Traction saloon is pre or post war?
- 20) What is the principle difference between the engine of a pre and post war 15/ 6?

*Answers and explanations will appear in a future edition of Floating Power. Committee Members and professional restorers are excluded from winning prizes. Anorak man's decision about winners is final. **Good luck!***

# The 2CV

It is the intention to write a series of articles giving evaluations and driving impressions of other Citroën vehicles which were available contemporaneously with the traction. First in line is the 2CV...

The 2CV was a pre-war design concept, and in common with the VW beetle was an attempt to mass produce the cheapest possible car, so as to bring four-wheeled motoring within the financial reach of the widest buying public.

The VW beetle was actually just in production before the war, and although considered of little worth, was put back into production afterwards. The rest, as they say, is history. The 2CV largely existed on paper, or in prototype, and of an initial run of 250, one exists. This design was reworked, and given the added sophistication of two headlights, and an electric starter. The car finally made it into production in 1948.

The key concept behind the 2CV is minimal. Capacity of engine, performance, weight, quality, consumption, sophistication and cost. After the war, in France the market was in a curious state, hungry for new cars but at the same time impoverished. It seems that many people would rather buy a new car, albeit of minimal specification, when for less money a second hand car of greater quality could be bought.

The 2CV initially had an engine of 375cc, modest enough even by motorcycle standards, driving the front wheels via a four speed gearbox. In 1954, the capacity of the engine was increased to 425cc. Steering was by rack and pinion, suspension by torsion bar. Damping was achieved by using inertia dampers, which employed lumps of cast iron sliding inside spring-loaded cylinders. Pitching was controlled by fitting air-damped linkage between the front and rear axles. Weight of the car was minimized by manufacturing the chassis and body from the smallest possible quantity of very thick bacofoil, while the interior was spartan. Instrumentation was minimal. Level of petrol was gauged by using a dipstick attached to the fuel filler cap, and the speedometer, which resembled those that could be fitted to push-bikes lived in the corner of the windscreen, and incorporated a power take off to drive the windscreen wipers. The suspension allowed an enormous travel, which enabled rough roads and terrain to be easily crossed. To sum up, this was a car whose ideal time and location was late 1940's France.

When the Citroën plant in Slough offered the 2CV in RHD form, it was in reality like a fish out of water, and sales were minimal, not helped by the enormous price of £565, more than the contemporary Ford Popular at £391, or the Austin A30 at £476, or the Morris Minor. In 1959, when I was six, my father disposed of his Heinkel bubble car, in which he had unintentionally performed a loop the loop manoeuvre, and his Austin Somerset Woody, which was in its

dotage for a 2CV and an ID19. I have very strong memories of the 2CV, which was crude, slow, noisy, embarrassing and uncomfortable beyond belief. Petrol pump attendants sniggered at the tank dipstick and showed open incredulity when checking the oil. Passers-by rushed up to tell us that front wheel was about to fall off owing to the extreme camber. Car journeys entailed trying to suppress waves of nausea caused by the jelly-like suspension while sitting on supremely uncomfortable canvas seats the colour of dried blood, while being gassed and deafened by the engine, whose crude exhaust system terminated under the gearbox. In brief, the 2CV in 1950's England was strictly transport for the eccentric with more money than sense.

In the 60's and early 70's the 2CV seemed to become the favoured transport of students and hippies, who were, or wished to pose as impoverished. It is one of those abiding curiosities of human nature that as the years rolled by, the 2CV found favour with primary school teachers, members of the 'caring professions', CND activists, eco-freaks, eccentrics, and bearded lefties of either sex, perhaps as a faded emblem of their carefree commune days. The other curiosity is that the 2CV remained in production owing to demand from England and Germany, long after the French had lost interest in such a vehicle.

The car being used for this article is 1955 Slough-built. Thus it is a very rare survivor, and believed to be the only one on the road and in daily use. The engine is the more powerful 425cc unit, that produced 12 bhp. To put this power into context, in 1949 Triumph produced a 350cc twin cylinder motorcycle engine based on a pre-war design which produced 19 bhp. Weighing 10.5 cwt the power to weight ratio is slightly worse than my 1931 C4. In 1953 Autosport tested a 2CV and recorded a maximum speed on the level of 41 mph. In 1928 a C4 had a maximum speed of 56 mph. So that's progress chez Citroën. Getting into the car causes it to subside alarmingly.

The interior shouts cheapness. Tubular seat frames are spanned by plastic suspended by rubber bands and thin wire hooks. Interior trim consist of shoddy cloth attached directly to sheet metal with what looks like dried snot. Where one might expect a speedo is an ammeter which looks as though it was borrowed from a motorcycle. The gearlever resembles a billiard ball attached to a bent piece of tubing. The steering wheel is tubular, painted. The speedo placing in the centre of the windscreen, has a small PTO device fashioned from coat hangers to drive the wipers. Rubber mats adorn the floor, and door trims are of red plastic wrapped round cardboard. Doors are amazingly thin, with crude latches, and windows cunningly designed to bang down hard on the knuckles of those incautious enough to close the doors with the

windows open. Roof is canvas. As this is a Slough car, it boasts a metal bootlid, which uncannily resembles that of a C4. A Slough built car benefited from many refinements including an ashtray, an interior light, a sun vizor, opening rear windows, trafficators, chrome bumpers and hubcaps, and an alloy ornament on the bonnet proclaiming it to be front wheel drive.

With an awful grinding noise from the starter, the motor catches. Everything now shakes, and the mechanical and exhaust noise is as ever deafening. A combination of a very low first gear and an engine flywheel of heroic proportions means that given the right technique a couple of seconds or so of brisk acceleration can be achieved. Second and third are quite close, whilst fourth is really an overdrive fitted to prevent the engine from over-revving while going downhill. The all-indirect gearbox is noisy, with very discreet synchromesh on 3 gears. Steering is rack and pinion, and precise. When going round sharp bends at low speeds there is a vicious jerking of the wheel as the single-yoke driveshafts are incapable of transmitting power smoothly. As a child, I thought my father was simply mucking about while manoeuvring. As an adult, I find it interesting to speculate what is going on inside the transmission. The brakes are inboard drums on the front, which was innovative, and worked well provided that the gearbox did not leak oil into them.

The heater is very effective, as searingly hot air is ducted from the cylinder heads to the interior. In the interests of simplicity and economy, no head gaskets were fitted, so that the heated air is liberally perfumed with hot metal, burning oil, and exhaust gases. Rear vision matches that of a traction in its paucity.

Roadholding is an interesting and moot point. The woolly suspension allows the car to pitch and roll in an alarming fashion with very little provocation, thus giving the driver the sensation and thrill of great speed and danger at what is in fact a very modest velocity. In a brisk third gear, I felt that I was travelling at barely subsonic speeds. Consulting the speedo, it read 25 mph. By this curious means, a major contribution to road safety was achieved.

Is this car fun? Given that confectionery companies sell bars that are a quarter of the normal size but half the price calling them "fun" size, yes, the 2CV is loads of fun.

Drunks, eccentrics, bag ladies and nutters are often referred to as "characters". By this measure, the 2CV is a real character car.

My most sincere thanks go to Michael Cederkreutz, owner of the 2CV featured in this article, especially as the loan was made in the knowledge of my general view of these cars.



# national and international events 1997

**15-16 March**

**The London Classic Motor Show  
Alexandra Palace London**

**6 April**

**Wellow Vinyard and Restaurant  
West Wellow, Nr. Romsey, Hants**

Lunch and possible tasting, cmbined meeting with C.C.C. Southern Section (Roast Lunch £7)  
Please phone Help Line for details and if coming.

**3-5 May**

**Classic and Sportscar Show**

Come and see Barries Organ. help required on Stand over the weekend.  
Please phone Help Line if able to oblige, some perks included.

**23-26 May**

**Tour of Cumbria  
Keswick & Derwent Water.**

See Application Form Here In.

**27-29 June**

**T.O.C. Rally  
Grimsthorpe Castle, Bourne Lincs.**

See Application Form Here In.

**11-14 July**

**Tour of Brittany**

Change of Plans. Now 4 days in Brittany starting in the vicinity of Rennes  
9 - 9.30 Friday, 11th July.  
See elsewhere in Magazine. Details from the Help Line.

## 1998

**21-23 August**

**11th International Citroen Car Clubs Rally.  
Chevetogne nr Lamur, Belgium**

Phone Help Line for details and Application Form.

**Help Line Phone/Fax 01425 674476. (24 hr answerphone service)**

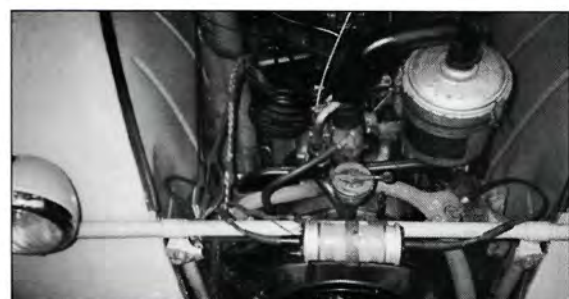
### \*\*STOP PRESS\*\*

#### 'Tour of Brittany 11-14 July 1997

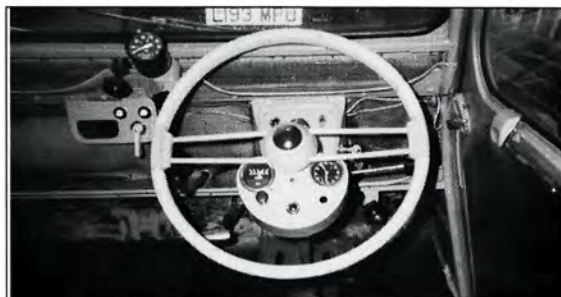
As Patrice Crusson is unable to obtain a reduction in the Ferry fares, the Brettons will reluctantly not be able to visit us for the 2 days as originally proposed. He now proposed torun a normal tour over the Bastille holiay commencing on the 11th July near Rennes and ending on Monday the 14th. Please contact the Help Line for details as and when they arrive, and to confirm, if you have already left your name, that you are still interested.



*Bumpers, lights and hood ornament are special to Slough cars*



*Engine is dwarfed by the air cleaner and ignition coil.*



*The array of controls and interior. Steering column mounted dash is an after market luxury extra.*



*The proud owner poses with his car.*

# TOC CORRESPONDENCE

**editor**  
**Glen Robb**  
**Rayford Cottage**  
**The Turnpike**  
**Middle Barton**  
**Tel: 01869-347513**  
**Fax: 01869-340947**

## HAVE YOU SEEN

### MPF 305?

Last November my son and I visited the National Classic Motor Show at the NEC and enjoyed a good chat with Stan Barker and Graham Jones on the TOC stand. This meeting really rekindled my love of the old beast and I joined TOC as soon as I got home and filled in the form.

Having just read Mr. B. Ramsdens letter in the latest FP in his search for his former love, namely XCR 969, prompts me to ask if anyone knows the whereabouts of my first Citroën? MPF 305 was a 1947 slough built, small boot, black Lt. Fifteen.

Since finances were so tight in those 1960's student days, the cost of the car (£80) was split between myself and my best pal Steve. After about a year of really good fun motoring and with marriages looming, the car was sold for £180. I remember that we delivered it to someone

living near Oxford. One thing that your readers may find interesting is that then, back in the sixties, another of my pals worked with a bloke who knew a bit about Citroëns, so our car was often round his house on a Saturday, having bits and pieces seeing to by a bloke named Fred Annells.

Please keep a most impressive edition going.

Many thanks,  
*Gerry Rayment*

## Dear Editors,

As a founder member of the club, and the clubs first secretary, I have been following this debate re the Editor etc with some interest, but after the Chairman's last message I found the need to put pen to paper. I was under the impression that the debate was in the event that no volunteer was forthcoming for the position of Editor, and would the club consider paying professionally for services which in the past had been free? O.K. the majority who took the trouble to write voted in favour of paying the extra £6 and that presumably would have been the end of the matter, but then volunteers came out of

the mist, surely they should have been welcomed with open arms, they were after all what you originally wanted, did they really need to be welcomed with such an ungallant letter from the Chairman which smacks of sour grapes because his proposals didn't come to fruition.

Many of you agree that the magazine must retain its quality at all costs, have you ever seen the original magazines? Our membership number is 2 and we have every single one and the quality has changed very little over the years, and I have to say that I personally consider the artwork from John Dodson the first editor along with Reg Winstone amongst the finest we have seen. 'Artistic' covers are alright in moderation but given the choice wouldn't members rather see a whole car rather than a set of bonnet louvres spread across the entire back and front cover.

My husband Graham took over as Editor in the early years and it should not be forgotten that he along with Alan Sibley took the honours from Classic Car for the best magazine, so it must have been a good standard even then. I agree that the use of computers etc make for easier layout, but I beg to disagree that it's essential, I also wonder if the expensive paper with its additional weight are really necessary, a saving could be made here if needed without affecting the content and overall presentation, was this ever considered.

I for one welcome our new Editors, I am still a Secretary of a Historic Vehicle motoring club and Graham is still an Editor so we haven't totally lost touch with things, and we know from years of experience that clubs are founded and maintained on their stalwarts, their volunteers, their enthusiasts, once we start paying professionals we are on the thin end of the wedge of a slippery slope. So the next magazine we receive may be a little different from the last, is that such a bad thing, everything has to change, and everyone should put their own stamp on things. But with John still assisting I

suspect the changes will be minimal.

Whilst I am writing, it often amuses me to read the details of how the club was founded, so far they haven't got it right at all, one day if anyones interested I might put the record straight, as we still have contact with nearly all the original committee.

Yours sincerely  
*Tricia Brice*

**Member John Barsley** wrote in December last to Floating Power; "I have a 1954 Slough Light 15. Spurred on by the winter frost I sought and found the cylinder

drain bolt as described. However, upon removal nothing came out. Suspecting sludge I have pushed a 3" nail into the orifice and bits of wire etc. - all that comes out is dry black muck on the end - but no coolant. The engine does boil on a summer's day quite easily.

I drained the radiator with its tap but after about 6 pints of coolant was poured in, it is brim-full. Do I have a blockage in my passage!? How do you suggest I go about sorting it?."

*The drain passage of the traction block is notorious for blocking.*

*Worse still is the relative inaccessability of the drain hole on a narrow-bodied car. I have succeeded in unblocking the drain using a twist drill held by mole grips, but it's a long and laborious job, sometimes only possible to do with the engine out. If the engine boils easily on a summer's day the possible causes are incorrect carburation (too weak), ignition timing (too retarded), a cracked cylinder head, a leaking head gasket - indicated by the coolant being fizzy or looking like chocolate mousse, fanbelt slipping, or most likely, the radiator core being clogged. If the radiator core appears reasonably sound, a cheaper alternative to a record is to have the top and bottom tanks removed, the core rodded out, and the radiator reassembled. I have found this method to be a very effective cure for "boilers".*



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For the 1997 show car club members will be able to purchase tickets in advance to Britain's Greatest Classic Spectacular at a £1.50 discount per ticket. Club members can purchase tickets to the show in advance at £8 (normal price £9.50). Children 14 and under go FREE. Simply complete and return the coupon opposite with a stamped addressed envelope to **Classic & Sports Car Show, Club Ticket Offer, Haymarket Exhibitions Ltd., 55 North Wharf Road, London, W2 1LA.** Please make cheques payable to Haymarket Exhibitions Ltd or alternatively use the credit card facility opposite.



**Classic & Sports Car Show Club Ticket Order Form**

Your name \_\_\_\_\_  
Club name \_\_\_\_\_

Address \_\_\_\_\_  
\_\_\_\_\_

Please send me \_\_\_\_\_ Adult tickets at the special price of £8 in advance

I enclose a payment for £ \_\_\_\_\_

Please send me \_\_\_\_\_ FREE Childrens tickets

Credit Card Type (Diners/Visa/Mastercard) \_\_\_\_\_

Expiry Date \_\_\_\_\_

Credit Card Number \_\_\_\_\_

Signed \_\_\_\_\_

Please note this offer applies to tickets booked in advance only. Applications to be received by April 18th and all tickets will be distributed during April.

**focSPARES**

**SPARES  
HOTLINE  
PHONE/FAX  
01453  
886463**



**HELPLINE**  
**01425 674476**

(24hr answerphone)  
When phoning please give:  
1) Your name  
2) Your phone number  
3) Reason for calling

**tocSPARES**

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**PHONE/FAX**  
**01453**  
**886463**

## TAKE TWO

Original adverts, brochures, road tests, cards, stamps, books, cartoons, etchings, magazines etc.

**Phone Paul & Helen Veysey on:**  
**01452 790672 (fax 01452 790703)**

Tibberton Court, Tibberton, Gloucestershire GL19 3AF

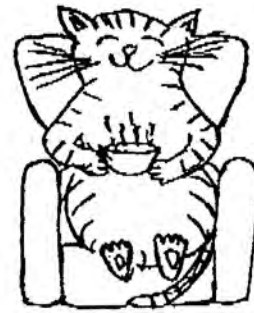
## TRACTION RENAISSANCE SERVICES

Repairs, Servicing and Restorations  
undertaken at reasonable rates

Phone Dennis Ryland  
01453 883 935

### CLASSIC CAR-I-CATURES

Your own black & white 'car-i-cature'  
from photographs to suit standard frames  
From £80 mounted plus £2 p&p  
John Martin 01548 821384



### the **FAT CAT** restaurant

VISITING DEPANOTO?  
TAKE A BREAK AT THE FAT CAT  
(just 100m away)

TEAS, SNACKS, PLAT DU JOUR,  
INTERNATIONAL MENU,  
TERRACE, PARKING

Rue St Martin  
28400  
NOGENT-LE-ROTROU  
France

Telephone (00 33) 37 52 97 83

**Stop Press • Stop Press • Stop  
Press • Stop Press • Stop Press**

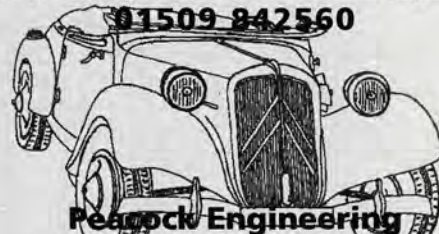
• Now available direct from the manufacturer •

## PEACOCK PANELS

*hand-crafted panels made to order  
from top-quality British steel.*

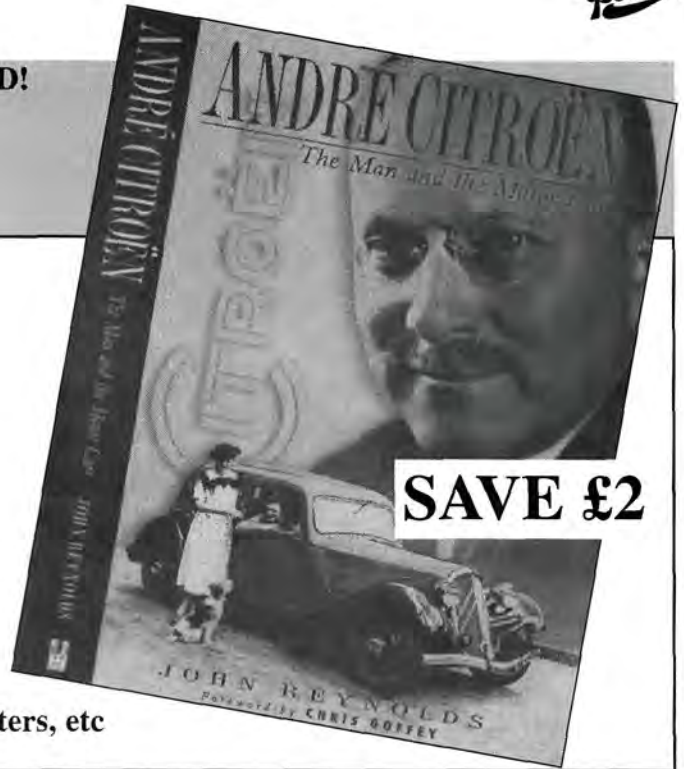
These are the *only* panels on the market expertly shaped to follow precisely the double curvature of the Traction design. Our expertise has resulted from 20 years experience with the complex Traction, and the advantages of purchasing our quality products are widely recognised by the trade – we are now the only main panel producers in Europe. Specialising in bodywork we construct all the necessary panels for restoration of the 11BN, 11BL & 15CV models, both saloon and roadster. Our latest ventures include wing ends, rear valances, boot racks and sunroofs. For further details and a fast and friendly service please ring or fax Mick or Caroline anytime on:

**01509 842560**



**Peacock Engineering**  
Old Hatfield Station, Normanton-on-Sour,  
Loughborough, Leicestershire LE12 5EH

**ANOTHER CONSIGNMENT HAS NOW ARRIVED!**  
**John Reynolds excellent new book**  
*André Citroën - the man and the motor cars*  
 reviewed in this issue  
 Cover price £18.99 TOC price £16.99 (hardback)



Among our stock we have:

- Autosculpt miniature Traction with a lovely aluminium finish (pewter like)      £4.50**
- Grille Badges (a new delivery)                      £16.00**
- Matchbox H Van    £9.95**
- Verem Gazogine Traction                              £15.00**
- Verem Cabriolet Traction (15 CV)                £25.00**
- Verem Convertable Traction (15 CV)          £25.00**

Plus our stock of Mugs, Sweat Shirts, T-Shirts Posters, etc

P&P extra - please allow sufficient orders to: Keith Feazey, 21 Paris Avenue, Westlands, Newcastle-under-Lyme, Staffordshire ST5 2RQ  
 Fax/telephone 01782 618497  
**PAYMENT ACCESS/VISA/MASTERCARD**

**C L A S S I C**



**RESTORATIONS**

*Specialists in early Citroën sales, service and parts*

**Contact us for all your Traction requirements**

Arch 124, Cornwall Road  
 London SE1 8QT  
 0171 928 6613



**JOHN GRIFFITHS**

*unique and individual paintings  
 prices from £100  
 Tel 01543 425398*

replacement parts  
 DESIGNED & MANUFACTURED  
 specialist in  
 CROWN WHEEL & PINIONS  
 GEARBOX REBUILDING/REPAIR  
 DIAPHRAGM CLUTCHES  
 FOUR-SPEED CONVERSIONS  
 & ALL TYPES OF MECHANICAL WORK

Roger Williams  
 35 Wood Lane  
 Beverley  
 North Humberside  
 HU17 8BS  
 TEL&FAX 01482 863344



**SOUTHBOUND MOTOR TRIMMERS**

Tel 01264 810 080  
 Evening 01962 886409  
**VISA & ACCESS accepted**

Seat covers for Slough Lt 15s, ready to fit  
 leather      £700  
 vinyl        £320

11 piece Wilton carpet sets      £195

Upgraded 6 piece Soundproofing kit      £40

Door trims and headlinings also available - in fact everything your Traction needs to keep in trim!

## Notice Concerning Advertising

All advertisements are accepted in good faith by the Editor but no representations are made as to the truth or accuracy of the same. Readers should therefore satisfy themselves as to the suitability of goods and/or services offered before entering into any agreement.

No recommendation of any goods or services should be inferred from their inclusion herein. All advertisers are reminded of the provisions of the Trade Descriptions Act.

Please send all adverts to the Editor (address on inside front cover). Automatically included for two issues, unless you instruct otherwise.

## CARS FOR SALE

### HY-FIVE-OH!

Celebrate 50 years of the shed with the beautifullest 1980 petrol H-Van. Professional camper conversion, all the toys, loads of spares. Concours winner, full service history (really!) and rock-star provenance. *Roger Prior 01922 863117 (Midlands)*

### 1940 Slough-built Normale Roadster

First car of roadster series for 1940. Completely rebuilt from front to back, many thousands spent to restore it. Winner of award at Clermont Ferrand, it is unique and justifies a sensible offer.

For information phone *Barry Annells 01483 579350*

### 1956 Paris-built Normale

Big boot, restored France 1991 used in Mairgret TV series Granada 1994, UK registered 1996 & MoT'd. In very good order, colour grey. Recent rechroming to bumpers, new carpets, garaged, regularly driven - a solid and reliable car, well maintained, waxoiled - hence no rust. Offers £5,500.

*Bill Gale 01704 872134 (home) 01704 546260 (work)*

### 1954 Light 15 Slough-built

RHD. Excellent condition, Burgundy Red, sun roof. Offers around £8700.

*Christopher Burke 0181 977 3292*

### 1948 Light 15

Slough built export, shipped from New Zealand 1993 hence body superb. Total restoration 11,000 m ago. Ivory, recon engine, new pistons, liners etc. Clutch, brakes, water pump, battery, rewired, peacock driveshafts, S.S. exhausts. complete internal refit. New red leather seats, carpets, headlining. Waxoiled. Much money spent. £8,750.

*Phone 01453-883935 after 7pm*

### 'H' vans from £750 to £3250.

Vans available in France are only one hour's drive from Caen ferry terminal. Phone or write for current stock list and further information.

*The H Vanarium  
PO Box 7303  
Whitchurch  
RG28 2YR  
Tel: 01264 738004  
Mobile: 0850 570444*

### Citroën Kegresse

1928 Kegresse (half-track) in an unrestored state. Used as 'cross-country' transport. Original workshop manual available. The vehicle has had all the running gear, engine and gearbox removed at some point and placed in boxes. £1200 ono. Please contact:

*Alistair Konig on 01234 240096 or fax 01234 240098*

### 1954 Paris-built Normale

UK registered 1990. Black. Mechanically sound. S/S exhaust to be fitted. Needs some attention to bodywork. Reluctant sale due to lack of time. Offers around £4000.

*Richard Frost 01306 730923 (Surrey)*

### 1953 Paris-built Légère 11BL

Black, large boot, imported 1977, dry-stored for approx 15 years. Fully rebuilt engine incl. new pistons & liners, timing chain, etc. New brakes incl. m/cylinder, linings, hoses, etc. New lights, new exhaust system very sound bodywork, a solid car. Offers around £5000.

*Rob Graham 01323 870842*

### Tractions...

a selection always in stock. For further information contact

*Steve Southgate 0121 357 2256 (evening) 01902 495 758 (office hours)*

### 1923 5CV Cloverleaf

Normandie style body £6000 ono or PX for Traction *Hugo Wilson Home 01420 561421 Work 01420 561025*

### 11BL 1952

Early big boot with curly front bumper originally fitted. Black with yellow wheels. Rebuilt engine by Jonathan Howard. 'D' big end shell bearings done early August. Waxoiled, repainted, owned by me since Nov 91. Most things recon or replaced. £4950.

*Peter Gaskell 01608 651323 (Warcs/Glos border)*

### 1955 Light 15, Slough

MoT'd and in good running order. Black and maroon with large boot. A reluctant sale after 12 wonderful years of ownership.

*Andy Rose 01732 862787 (Kent)*

### H Van/camper

1970 SWB petrol, LHD. Imported in 1990. Recently fully restored as 2-berth unit. Lined and insulated throughout. Carpeted floor and cab area. Fitted shower cubicle with shower tray, mixer, basin, toilet, sliding/folding door. Kitchen unit with sink, drainer and mixer unit, 4 burner gas hob, worktop, cupboards and drawers. Fridge, water heater and heavy duty water pump. Under floor cold water storage tank. Removable seat/bed and table units, making up into double bed. Other accessories include window blinds, storage area internally over cab, tow bar with electrics, opening rooflights, gas cylinder, fire extinguishers, smoke detector, stainless steel exhaust system with lifetime guarantee. 12 months MoT, and now exempt from road tax (subject to DVLC confirmation).

PRICE REDUCED FOR QUICK SALE

*Martin Nicholson 01734 733701*

## PARTS FOR SALE

Body and mechanical spares for Light 15 and some mechanical spares for Big 15.

*Mick Boulton 01939 220254 (Shropshire)*

### 1 set of re-lined front Brake

Shoes (late type) £320  
1 Piston ring set boxed as new £30  
1 cylinder head (11cv) £20  
1 CIBIE headlamp leuse (type TP500) £10  
1 pair of headlamp reflectors (type TP500) £5  
1 hubcap center (brass) French/early English £5  
*Phone Steve Hedinger 01344-24528 (Berkshire)*

### Beige leather seats

from a 1950 Lt 15. Condition is generally good and serviceable with no repairs required. Buyer collects. £200

Steering wheel from a 11BL. Black, two spoke, no cracks but missing centre. £30  
Set of interior door handles and window winders for a French Traction. Chrome perfect. £30  
*John Aspinall 0121 358 1559*

### Twin carburettor set

Solex 32PBI on inlet and exhaust manifolds. All linkages included. Good condition.

*David Boyd 01527 892134 (Worcs)*

### Perfo engine

Stripped & painted (clean), all engine liners including knackered bearings, two timing chain covers, one flywheel, sump, oil breather, rocker cover (all clean and painted). £60

Reconditioned pistons (all new rings) for perfo engine. £80

New carburettor Solex 35 FA1E (to take cylindrical air filter). £100

*J. Coombes 01227 772243 (Kent)*

### New Peacock drive shafts

One for the 11B right side, one for the 11BL left side. £275 each (excl. transport)

*Rob Koffijberg Oostsingel 83 3112 GD Schiedam Netherlands tel: 00 31 10 4736976 (after 6pm and not in November)*

### Fabric Cover

Purpose-made for Traction with Citroën logo, blue, proofed, hardly used. £30  
Starter Motor 6 volt, good condition. £15

*Dave Almond 01225 723701*

**1950 French Dinky 11BL**  
Collector's diecast model.  
*John Starke 01206 231241*

**Rubber plugs for front cradle tubes.** £2.40 per set of 4+P+P

Rear engine mount  
£10 each (exchange)  
Side engine mount pads  
£1.60 each +50p sae  
Silentblocs £60 per set of 4 (exchange)  
Petrol tank filler pipe rubbers (large and small boot)  
£2.50 each + 50p sae  
Triangle door rubbers  
£14.80 per set of eight + £2 P&P

Gaiters for top & bottom swivels £2.50 each + £1.50 P&P

Steering rack pin rubbers

£1.20 per pair + 50p sae  
Rear Panard rod cones  
£2.50 per pair + 50p P&P

Rear bumpstops  
£15 per pair + £1 P&P  
'H' van radiator hose set (three hoses) £17.50 per set + £3.25 P&P

Driveshaft inner bearing ring nut spanner (with reinforced ring around teeth for those nuts that are very tight).  
£28 + postage to cover 2.75lbs weight.

Ball pin adjuster for the track rod end. £11 + £1.50 P&P.

**PLEASE NOTE:**

Exchange items only sent when old ones received first.

*Mike Tennant*  
49 Hollywell Road  
Mitcheldean  
Gloucestershire  
GL17 0DL

**Cherished Reg. Numbers:**

UPL15 and TED662, both ready for transfer.  
*Ring 01483 579350 for details and prices.*

**Light 15 gearbox**

Very good condition. Thoroughly checked, cleaned, painted and fitted with new oil seals. Ready to install with rhd bell housing.  
£350

*Nick Gundry*  
01453 884615

**Traction gearbox, good condition, £220.**

*Phone Frank 01365 325847*

**Set of 5 easiclean wheels**

Shot-blasted and stove enamelled in ivory/cream, with chrome hubcaps - £220 (stored near Chichester)

*Tel Bob Wade*  
(00 33) 45 62 05 96

**5 Pilote wheels - shot**

blasted and primed, some welding to finish. Also spiders and hub caps to fit pilotes.

2 reproduction small boot 'pork pie' rear lights.

Dark red leather rear seat complete for post '52 Lt 15 - very good condition.

2 front seats re-upholstered in red velour.

Some Slough chrome parts - all rechromed.

Original workshop manuals - Twelve/Light 15 repair manual

Light 15/Big 15/Six repair manual for bodywork.

Six cylinder repair manual.  
Heller Citroën Traction 1/8th scale model plastic kit - as new.

*Please phone Michael Wood*  
01238 528221

**New stainless steel bumpers for Traction.**

Made from 3mm 304 grade stainless steel.

Four types available:

'dipped' Legere & Normale and post-'52 'straight' Legere & Normale.

Supplied drilled and polished 'ready to fit'.

These bumpers will not rust, are stronger than the originals, there is no plating to crack or peel - minor damage can be inexpensively corrected and repolished. All types £230 per pair

*Jonathan Howard*  
*Tel/fax 01608 643065*

## WANTED

**Anybody seen my decap?**

Dark green DS 21 Chapron Cecapotable, fawn leather, late wings (faired headlamps) LLC 754P. Reluctantly sold against a promise of "first refusal". If resold; not kept. It would be nice to know it is being enjoyed and driven and not salted away. Please report sightings to Roger Prior on 01922 863117.

**Tow Bar for 1949 Légère**

to enable bicycle rack to be fitted for summer holiday in France.

*Peter Ashlee 0181 301 4982*

**Front wings for Big 15. Must**

be in sound condition. Good price paid.

*David Boyd 01527 892134*

**Brakedrums with damaged** tapers required to create pool for an exchange service.

*Roger Williams*  
01482 863344

**Front number plate**

mounting plinth for 1954 Slough Lt 15, condition of chrome not important. Also, for my poster collection, Black & white poster of Traction decaying in a wood, has 'voiture' printed across the top. I think sold by Athena in the seventies.  
*Tel. Frank 013397 42272*

## OTHER

**Paris Central Location, Studio Apartment.**

2 Metro stops from Eurostar Train Terminal. Quiet Street, 1st floor, Sleeps 4, Kitchenette.

Available April onwards.  
*Phone Frank 01365 325847.*

**Western Loire**

Charming village home. Sleeps 5/6. Exposed beams, splash pool, 300 metres from river (Thouet). Secure courtyard parking for four cars. Vineyard next door!

Available May - October.  
10% discount for TOC members.

*Phone Colin or Jacky Porter*  
01865 204994 work  
01734 615721 home

**South Brittany**

Farmhouse, 15 minutes from Quimperlé. Rural situation, but with shops only 3 mins. 15 mins to sandy beaches, forest, lovely rivers and estuary walks. 85 miles from Roscoff. Sleeps 7/9. Available to rent most dates. Early booking essential. From £120 to £265.

*Phone John or Eileen Wain*  
*for details 01803 782468*

**Normandy**

Two lovely 18th century gites.

One hour from Cherbourg. Sleep 4 or 6 plus baby. Electric heating, log fires and every comfort. 13km from the sea. Ideal base for visiting invasion beaches, Bayeaux, Mont St Michel.

Available separately or together for short breaks or longer holidays. 10% discount for TOC members.  
*Phone Tom or Gill O'Malley*  
*on 01252 795182 for details.*

**Cot d'Azur**

Very special B&B in the South of France. Bring your own Traction to meet ours and be pampered in a beautiful old villa overlooking the Med near Monte Carlo.

*Margaret Ritson*  
*Tel: (33) 93784725*  
*Fax: (33) 93786401*

**Loire Valley**

Large, classic country house 5km west of Langeais, (between Tours and Saumur), ideally situated for wine lovers and chateaux visiting. Sleeps 8-10 in 4 large bedrooms with 1 acre garden and ample space for Traction! Available to rent from £375-650 per week.

*Tel. Brian Thorley*  
01253 295409 office  
882558 home

**Charente Swimming Holidays**

Learn to swim in the sun during your holiday in SW France. A.S.A. qualified teacher - individual instruction - beginners/improvers. Bed & Breakfast or Half Board accommodation. Open June to September.

For brochure tel:  
*Chichester (01243) 268959*

**CAHORS**

Camping Le Ch'Timi, Lot 3 star campsite (70 pitches) plus static caravans. Full facilities, Swimming pool, Bar, Children's play area etc. Stunning areas with lots to see. Tractionistes especially welcome!  
*Phone Rik or Marie on*  
010 33 65 36 52 36

**Southern Brittany**

Camping Le Bohat, Sarzeau. Large 4-berth caravan with awning and mains electricity. Available mid May - mid Sept. Swimming pool, children's pool, creperie.

Bookings taken now.  
*Tel. Stan Barker 01425 672311*



# RAC

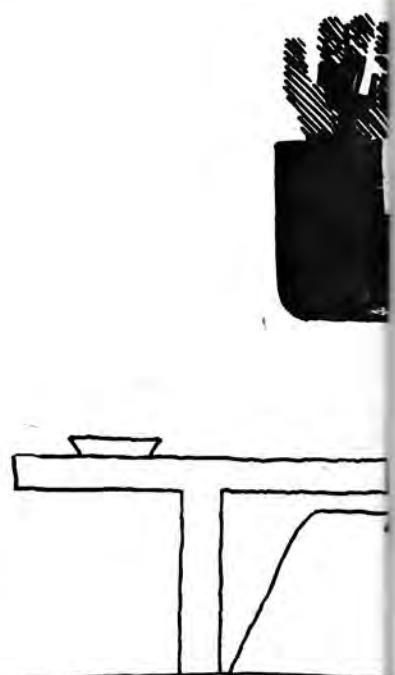
**RAC ASSOCIATE MEMBERSHIP** at 15% discount is available to all members through the TOC, whether already a member of the RAC, of any other motoring organisation, or not a member of any.

Associateship also offers discounts at several motoring retailers, Avis, BUPA, etc, and on publications, as well as access to Technical Services and the Technical Library.

Full information may be obtained by phoning the Help Line on 01452-674476, or write to:  
The Secretary, TOC RAC Associate Club, Barcusmead, North Ripley, Christchurch, Dorset, BH23 8EP

A.M.C.<sub>1</sub>

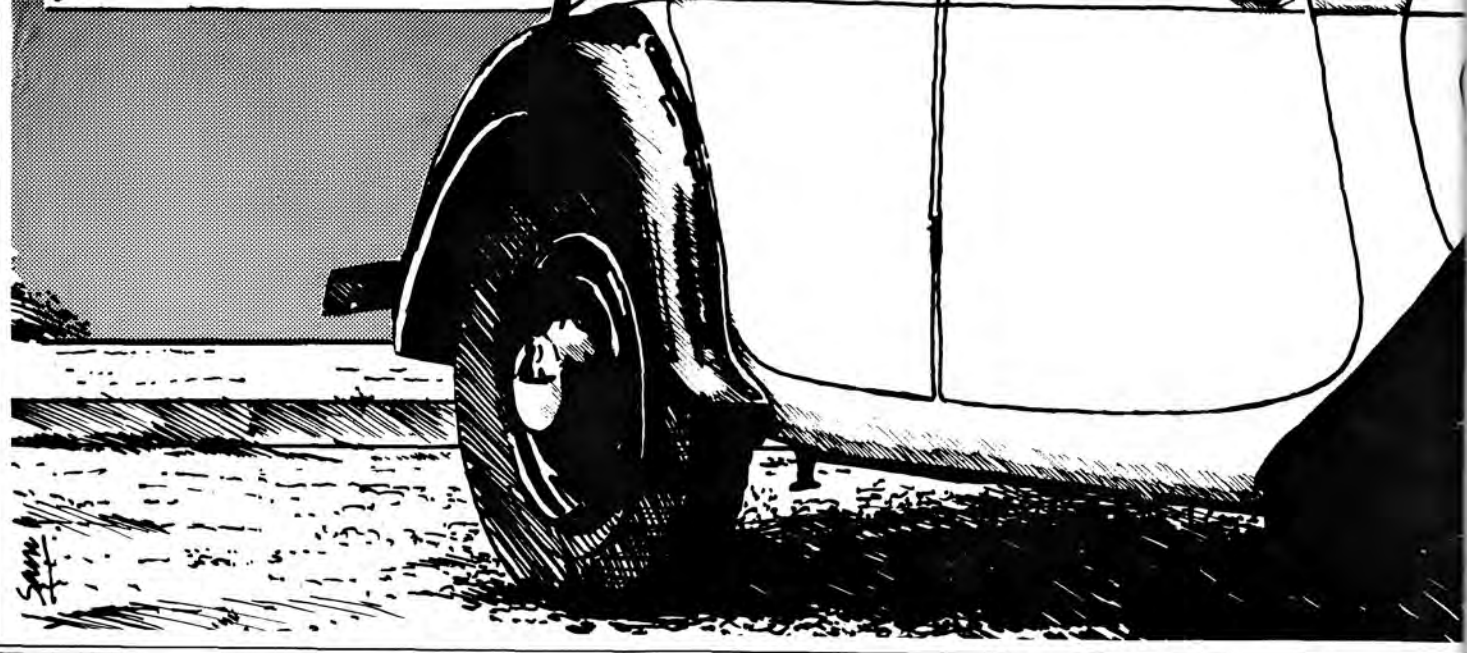
A.M.C.<sub>2</sub>



**DUBON**



ALINGO PARRINA



Spa