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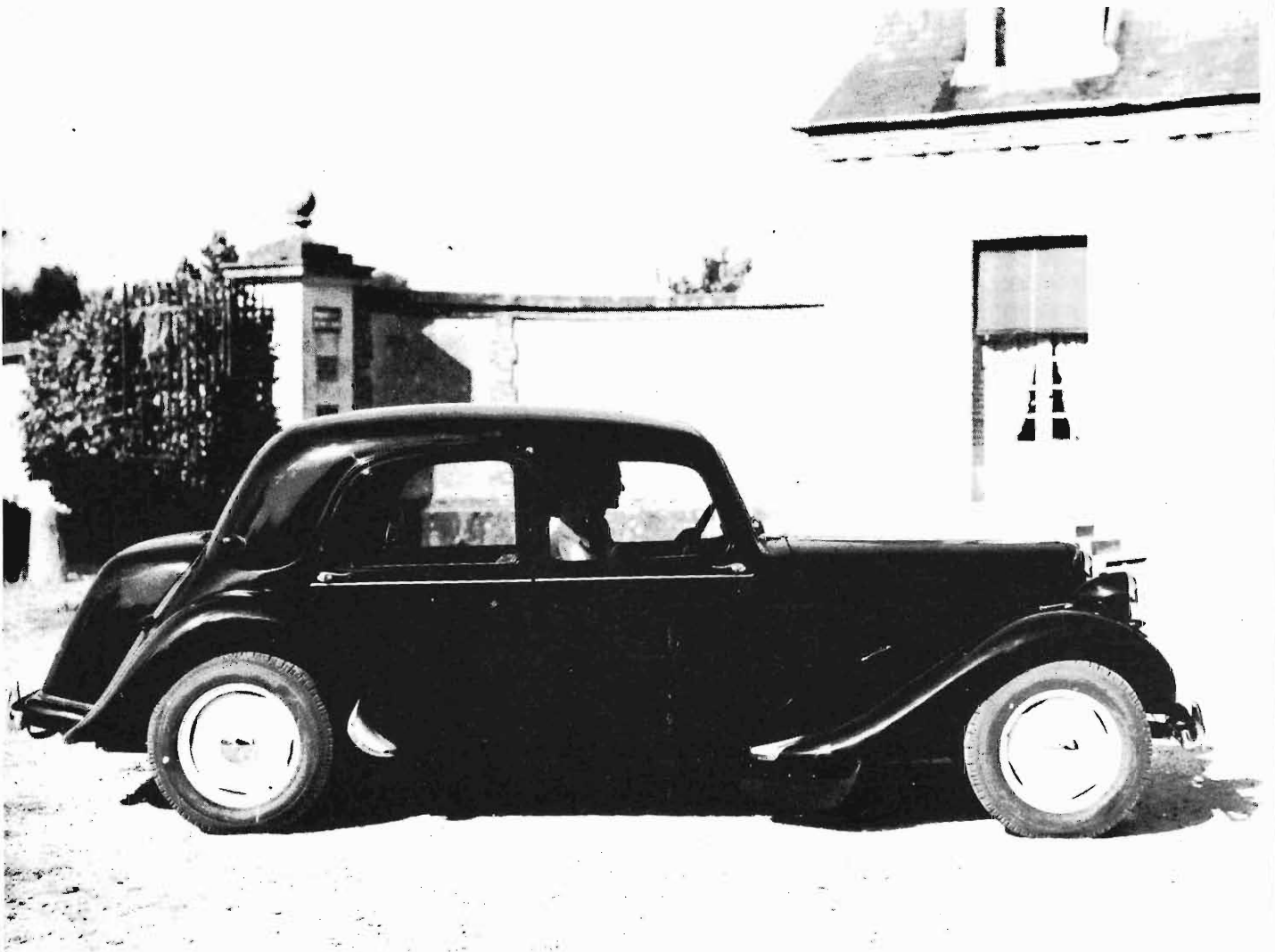
LES CLUBS CITROEN EUROPÉENS

GROUPEMENT DES CLUBS VOITURES ANCIENNES DU NORD DE LA FRANCE

- Sous les auspices de la Fédération Française des Automobiles d'époque
- Sous le patronage de la vie de l'auto et l'Automobile Club du Nord de la France

CINQUANTENAIRE

TRACTION AVANT CITROEN



LILLE - SECLIN

SAMEDI 13 ET

DIMANCHE 14 OCTOBRE 1984

Chairman
Bernie Shaw,
Woodside, Wokingham Road,
Roundhill, Bracknell, Berkshire.

Secretary
Kathy Hayes,
19, Winton Avenue,
Bounds Green, London N11.

Editor
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16, Lymbourn Road,
Havant, Hampshire.

Treasurer
David Shepherd,
23, Longford Road,
Bognor Regis, Sussex.

Social Secretary
Allan Sibley,
174c St Anns Road,
Tottenham,
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Steve Hedinger,
50, Redford Road,
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Allan Sibley
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Club Shop and Spares
Syd Griffiths
24 Hayday Road,
Canning Town,
London E16 4AZ
Postal Orders only.

Pre F.W.D. Co-ordinator
Roger Dyer,
Hill Top,
Tuckey Grove,
Send Marsh,
Woking, Surrey.

London Social Section
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15, Ty Hen Waunfawr,
Caernarfon, Wales.

Central Southern Social Section
Mike Wheals,
The Round House,
113, London Road,
Whitechurch,
Hampshire.

Typesetting and Printing
Peter Stenner,
Bailes Fastprint,
84 Claypath,
Durham City.

Cover Photography
Valerie Mercer

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Floating Power

Volume Nine Number Four September, Nineteen Hundred and Eighty Four

For the few TOC members who were apparently *not* at Knebworth, this magazine should give you an idea of what this truly International Citroën Car Clubs Rally was like. And for those who *were* there we hope it may refresh your memories – maybe there were things you missed at the time. With so much going on, it was difficult to keep up with everything.

Whether you were a keen driving test driver, concours hopeful or simply a sun, scene and booze absorbing spectator, there can be little doubt that the event was a resounding success. While the 6th ICCCR was a joint clubs' effort, no doubt the TOC has gained considerably in stature from its heavy involvement with this Rally. I hope the TOC will be able to build on this achievement.

Three specific areas come to mind. Socially – on this kind of form, first class events are clearly possible and should continue; Membership – surely many potential members have been created by the publicity surrounding the 50th Anniversary of the Traction. Every member should try to turn one of these potentials into actual members. Spares – the whole *raison d'être* of the club consists of the cars; if essential parts cannot be obtained, continued active use of the cars – which goes with an active club – cannot be guaranteed. Unavoidably, spares supplies have been somewhat erratic (driveshafts for example). Lets hope things improve.

Anyone who went to Knebworth, but for some reason did not receive a rally plaque, please write to Alec Bilney or Allan Sibley enclosing a SAE. A few sweatshirts and tee-shirts – medium and large – are also available from the above, as are button badges – FREE, by arrangement. Some of the smart Citroën 'blousons' with Traction picture are still available at £12 each, plus P&P; again, contact Alec or Allan. Don't forget to order your copy of the book of the rally – see details in this 'FP'.

Happy Tractioning
NH





6th International Citroën Car Clubs Rally

By Syd Griffiths
Photography by Sam Wells

1984 has been a very busy year for me in more ways than one. Back in March this year some clown in a Volvo joined in the Traction Avant 50th anniversary celebrations; by skidding in the rain into the front of our familiale. No Paris trip for you Syd! Thus began the insurance claim saga. It's all very well being fully comp. with an agreed value if you don't get paid for five months after your initial claim! Try not paying your premium for that long. The insurance company engineer came to inspect the car, "I thought it was a 2CV", he said. "It says 11CV on the policy", I replied. "Oh, I thought it was roman numerals", he said. "The policy's not that old", I thought.

By June things were really getting hectic not only did Dawn and I get married but there were only ten weeks to go before Knebworth. last minute orders for spares seemed to come from everyone and nearly always for things we hadn't got. By this time

all the TOC spares stock had been moved from the Arch to its present home in Twickenham. You may remember that earlier this year we were looking for a lock-up to use as a store.

I looked at about a dozen but none were suitable as they were usually insecure, damp and expensive. Peter Simper eventually found one that was cheap, secure and near enough to his home to be supervised. Peter then managed to lay his hands on lots of cheap Dexion and between us we racked out the lock-up with shelves. Peter and his wife, Sue, worked like Trojans spending a whole weekend sorting, cataloguing and racking away the Clubs stock in part list order. Mid-way through June Peter Simper and Graham Sage gave up a weekend to go and get stock from Holland and later in July Bernie Shaw obtained a good supply of gaskets and sets including 6 cylinder head-

sets. Despite these efforts our biggest problem had still not been solved, a regular supply of good reconditioned drive-shafts and clutches. What we needed was a stock of old shafts that were good enough to recondition. As we had no real exchange pool, despite regular appeals in Floating Power for old parts, we decided that we would have to offer a credit note for Club spares for all good parts received. In this way we could build up a pool and get things moving. We rushed to get this announced in Floating Power before Knebworth.

Our other big problem was how to get the Clubs spares and shop to Knebworth.

In previous years the stock had been shunted to rallies by London members in their cars, which would prove impossible this year. We talked of hiring a van but two TOC members came to our rescue. John Inman was going to Knebworth in his Normale but was willing to co-opt his son

into driving his C35 van to the rally. Then Rob Davidson offered me the use of his 2CV van for a few weeks including the rally weekend (I'd actually make it to Knebworth in a Citroen!).

So early on Thursday the 9th I picked up the 2CV van and zoomed off to the lock-up for the spares which were ferried over to John Inmans and loaded into the C35. Unable to get Friday off from work, I was up at seven a.m. loading the God sent 2CV van with T-shirts, posters, camping gear etc.

Loaded to the gunwhales we made Knebworth at about 10.30 a.m. by which time Peter Simper had already set up the spares shop. With help from Steve and Frances Hedinger we soon had the van unloaded and displaying the T-shirts, posters, etc. as best we could, in no time the stall looked like something from Petticoat Lane.

The stall was in a strange position away from the arena and next to the road to the campsite. An ace position to see the cars really, in my opinion the best way to see them - moving. And there were some beautiful cars going by, Roadsters, Sixes, and my particular favourite, a rear-wheel driven pick-up completely rusty but moving under its own steam. I was told that it had been 'found' only weeks before! Nice one.

It was also an ideal place to put a few faces to names. It's really good to meet people that you've spoken to (chatted for hours in some cases!) over the phone or written to or just sent a few parts. It's funny though, people never look how you imagine them.

We packed away late in the afternoon and prepared ourselves for the evening's Barbecue. This was my first chance to drag Dawn around to look at the other stalls and the cars. We ambled around and ended up sitting on the grass alongside Sam Wells' car. Sam and Pat entertained us with Courvoisier from plastic cups while their son, Theo, climbed all over their 2CV.

Meanwhile around the site people charged about in 2CV's and Meharis as though they were trying to kill each other. (Who were those idiots with the flashing lights?)

We joined the Barbecue about eight p.m. At a rally of this size a Barbecue is one of the best social events to hold, because you can't help but find yourself trying to stoke up a fire with a Swiss 2CV fan and borrowing some kitchen tongs from an Aussie tractionist.

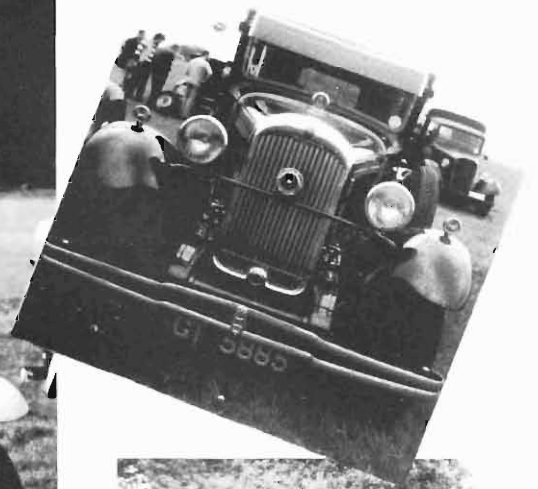
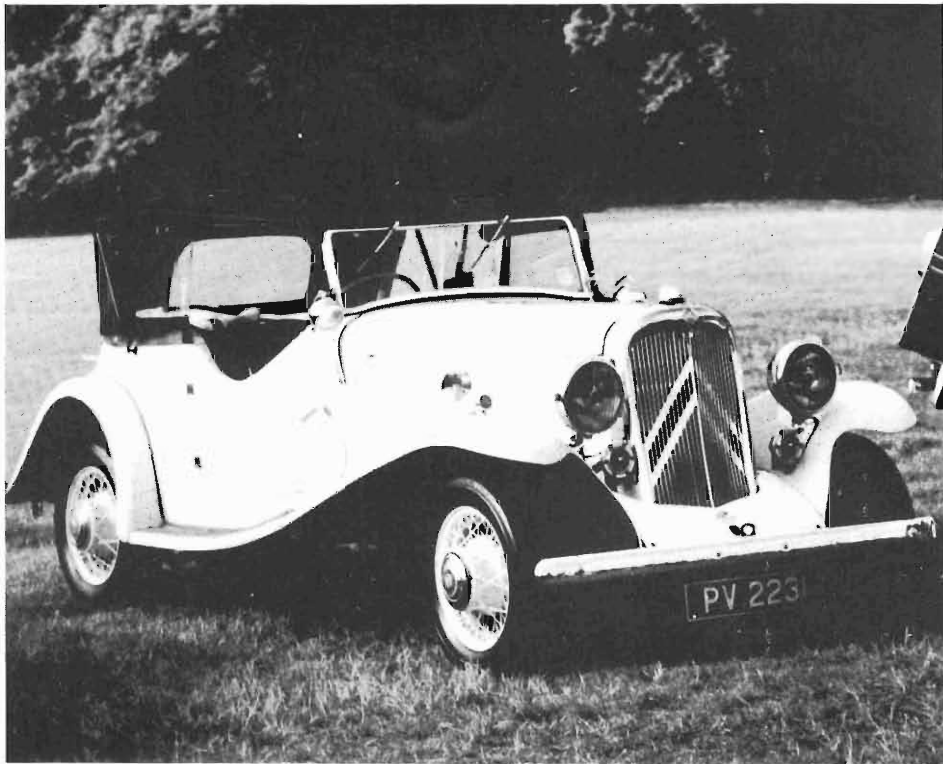
The Youth Jazz Orchestra played away next to the bar which by ten p.m. was awash with singing Dutchmen. The lights went out at 12 midnight sharp and we stumbled back. I'm surprised that the unofficial 2CV Cross that carried on until the early hours around the campsite didn't end in disaster.

The next morning we had a quick breakfast and heard the news that Cars had arrived from Moscow.

It was an even busier day on the stall but it did have its consolations. Our appeal for usable driveshafts to be brought to Knebworth didn't go unheeded.

Stuart Rumsey produced some Light 12 hubs, shafts, wishbones and balljoints; Ian





Bartlett a pair of driveshafts; Peter Cotterall a pair of driveshafts; and John Fell some cardins. Thanks again, it cheered Peter and myself no end.

After packing away early in the afternoon I was determined to have a drive of a Traction, so I was overjoyed to have a drive of three; Steve Hedinger's Normale, Nick Hall's Light 15 and Johnathan Howard's four speed converted commerciale. It was really good to drive some decent cars again. I particularly enjoyed driving Johnathan's car as our Familiiale is a four speed conversion, although ours is not as good a conversion as the Roger William's version which Johnathan has had done.

The sad part of a rally is the end when everybody seems to stand around in small groups holding last minute discussions as if the rally isn't dissolving around them. Or in Steve Bull's case starting to rebuild his car with the latest ace part bought from the autojumble only to find that the car won't start afterwards. By six o'clock we were ready to be on our way along with most other people there. It really was a big anti-climax after a great weekend driving to the lock-up to unload and then home. It's strange though, driving home after an ICCCR, you wonder where all the Traction have gone and convince yourself that every Citroen you pass was at the rally.

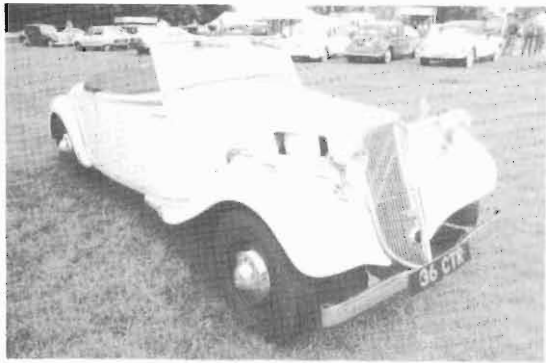
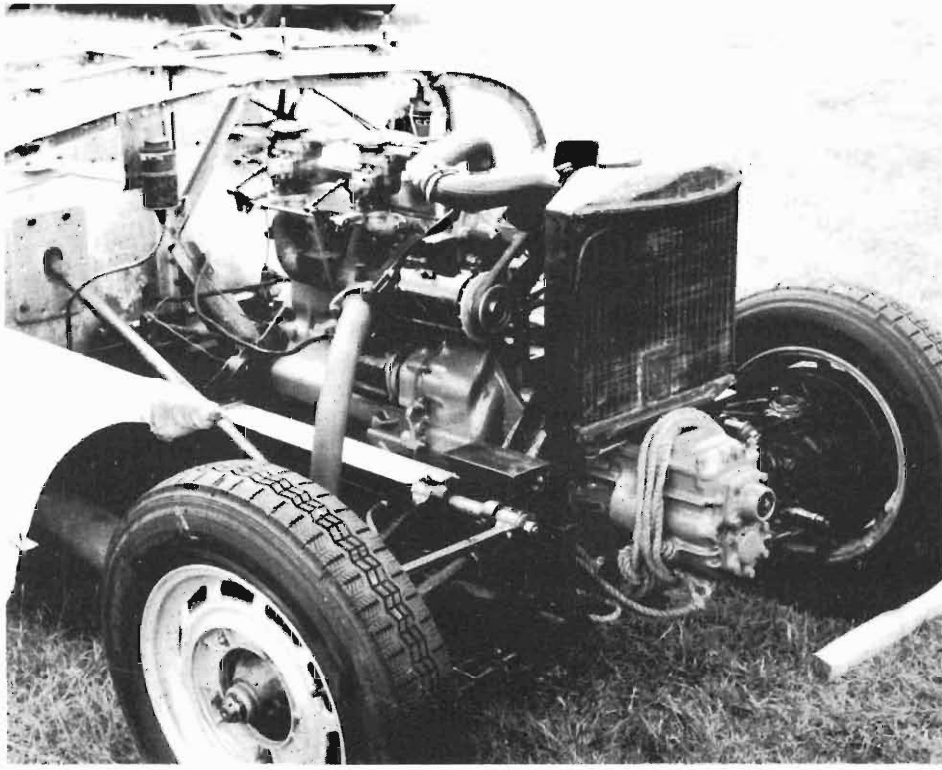
If you missed Knebworth through choice, kick yourself! You've missed something.

I can only say thanks to all those people who made it worthwhile by their unselfish hard work particularly Allan, Alec, and Bernie.

On behalf of the TOC shop my thanks go to Rob Davidson; Steve and Frances Hedinger; Gary and John Inman; Peter, Sue, Heidi and Lee Simper; and Sam, Pat and Theo Wells for getting all the stuff there and selling it.

Special thanks to Dawn who thought she was going on holiday!





By Alec Bilney

Last year I was approached by Bernie Shaw and asked if I would accept the post of Chairman of the 50th Anniversary Committee. This was a co-ordinating body of eminent people from the major UK Citroën Clubs, to organise events and to oversee club participation in celebrations of the launch of the Traction Avant fifty years ago.

Far and away the biggest event was to be what was then called the Summer Rally. Outline planning had already been done but both the detail and the colouring-in needed much attention. Allan Sibley was the power unit, and he remained the engine of the committee until the end. However, I had to keep a firm hand on the steering wheel as well as a foot on the brake, with the four clubs rolling along inexorably as wheels, completing details and firming-up arrangements as we went. We met as a committee regularly, more to give each other resumés of progress than to decide future policy. That was usually done by telephone between consenting adults whenever opportunities or information came our way. By the end of '83 we had decided what our costs were likely to be. We then looked at possible sources of income, including, but not solely, admission charges.

Then we had to trim our grandiose plans to fit the likely money available.

In the light of some comments made it may be worth going into the method of calculating charges in some detail so that the average club member can see why they paid what they did and how it could have varied.

Firstly, all costs for equipment are firm, once you have quotes from hirers or sellers. They always need a deposit, and usually want the balance before the event or very soon after.

Secondly, all income is speculative right up to the time people start to arrive, or sponsors can be persuaded to part with their money. These two points taken together tend to encourage caution when arranging facilities, with a bias to the cheaper always creeping in.

Thirdly, people only see the costs put in front of them as a whole unit and do not break it down in their minds into so much for this, so much for that and so much for the other. So should we separate the charges in that way? i.e. a small charge for admission to the rally site then extra for say the arena events, the autojumble area, the campsite, the funfair, the concours. But it is hard to quantify what would cost what and in the end we decided on the principle of one fee for the whole lot and let people

	PRE 1934	TRACTION	'D' SERIES	S.M.	G.S.	'H'/C.25	2CV/DYANE/ AMI/AK etc.	VISA	LN	CX	BX	AXEL	PEUGEOT	PANHARD	'WRONG CAR/ RIGHT IDEA'	TOTAL
G.B.	11	88	113	17	100	3	450	44	3	96	27		29	10	115	1,106
F	4	73	5		2		1			3		1	1	5	11	106
NL	1	18	4	1	2	2	16			2					4	50
B		18	1				3									24
CH		14	1				1									16
D		5	1				3									9
S		1	1													2
N					1		1									2
DK						1										1
E					1											1
LEB		1														1
AUS							2								2	4
NZ							3									3
USA		1	1													2
TOTAL	16	219	126	18	107	5	481	44	3	101	27	1	30	15	133	1,327

decide for themselves how active a part they took in the event.

Fourthly, to get working capital we needed to encourage people to book in advance. The best encouragement is a reduction in fees, so although we get money we get less than we would if we only collected on the day.

Fifthly, a decision has to be made on how many we can expect to come. We had chosen a date in high summer to get the best prospect of weather but that will always be a gamble. Representatives from each club made guesses as to numbers of their members who would attend; we added them up; subtracted a proportion for those who had multi-membership and ended up with a firm number to work to.

So, with costs of X and numbers of people Y, charge will be X over Y. It was now that Knebworth changed their method of levying us, from a simple toll per car to a gross figure for hire of half the estate. More calculations.

In the end we had firm charges decided upon and went into print in late January '84. That was when the small knot of tension began to grow in me. £2.50 per person per day if booked in advance. £7.50 for a weekend of fun and companionship. A bottle of good wine in a restaurant, one mean fill-up at a petrol station, a visit to a theatre! Granted a wife and two teenage children pushed it up but there was no need to pay for anything else.

The above is not to try to justify the costs, but to try to explain how we came to the decision we did. In the end, because the sun

shone, it turned out to be the right one.

That was the costs.

The rally itself was for people and needed people. We tried to get one person to take responsibility for one aspect; thus we hoped no-one would be overloaded. Autojumble, reception tent, arena events, signposting, treasure, advance-booking, equipment hire, etc. It turned out that there were a lot of small jobs and carryover-between-jobs that Allan Sibley and I had to take on and accomplish as best we could . . . and remember we were both still working for a living as well.

However, most things were managed and the last get-together was on the Sunday before the rally at Allan's flat, when nine people were busily shoving papers into plastic carrier bags, and desperately trying to decide whether we could be confident or should be terrified.

I had arranged to borrow a van with no tax on it, so was nervous anyway on the Tuesday night, and was unable to sleep properly. However by late Wednesday afternoon the loading had gone well, I had arrived at Knebworth, my tent was pitched, there were several obviously stalwart helpers on hand and I felt I could relax a little.

But with the whole site to prepare next day, the same helpers obviously looking to me to know what to do, and me just as amateur as them, I was entitled to be nervous and unable to sleep properly. Thursday began fine and bright, everyone knuckled down with a will and as contractors' equipment appeared, the arena took shape, the marquees went up, the public

NOTES ON THE CHART SHOWING THE BREAKDOWN OF CARS AND COUNTRIES REPRESENTED

1. The table has been produced from the registration forms for pre-booking and those completed on arrival. There may be errors if other cars than the ones pre-booked were used.
2. It is possible that some forms were completed with the specification of car owned, but not actually brought to the rally, however these errors are minimal.
3. 'Pre 1934' cars ranged from 1921 onwards.
4. 'Tractions' included the 1939 AEL St. Phall Le Mans Car; 4 Coupes; 8 Roadsters (Cabriolets); 2 15-SIX Cabriolet plus 11UB? and 11FC?
5. 'D' Series included 7 Decapotable from GB and 1 from France.
6. 'GS' include 3 Birotor (1 to be UK registered).
7. '2CV/Dyane/AMI/AK' included: 4 Loxax; 7 Mehari; 3 with GS engine; 1 pick-up truck conversion; 1 twin-engine conversion; 3 Bijou; AMI 6; 1 1956 2CV and 2 1959 2CV. Also present but not shown on registration papers: 1 Sahara and the GS engined 2CV from the James Bond Film.

Statistics compiled by:

C. David Conway,
P.R.O. Citroen Car Club,
152 Barkham Road,
Wokingham,
Berks. RG11 2RP

address system came on line, I was able, by late afternoon to relax a little. Particularly as people started arriving and booking in.

Nevertheless, the next day would be the first day of the rally, we had a lot of positions to man, we still had no real idea what the attendance would be, the weather was showing signs of deteriorating and I was worried enough not to get a good night's sleep. Friday morning began wet and windswept as forecast, but it cleared by midday and arena events began, rallyists by the hundred, Tractions winked their chrome everywhere, no-one was complaining to me yet and by mid afternoon I could relax a little and enjoy the sunshine.

For all that, Saturday was going to be the big day, the full day of arena events (and none of the marquee specialists had reported their arrangements yet), the arrival of most of the British rallyists, the day our stalwarts would begin flagging, the day the loos would be most tested, and we were still in debt so far. So clearly I couldn't get a good night's sleep.

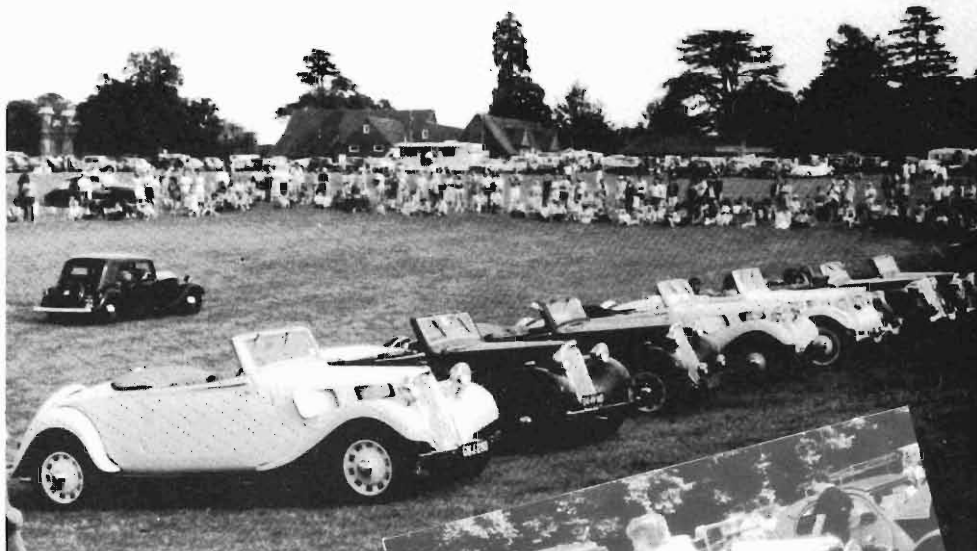
Saturday dawned a beautiful day, it remained sunny throughout, one chap complained about the noise in the campsite in the night and I sympathised, many, many people enjoyed the fun in the arena, many, many people spent many, many pounds in the autojumble and club shop areas, I met many, many friends and was introduced to many, many more. By the time the parades of beautiful cars and beautiful people were over, the euphoria of a successful, sunny day's hard work enabled me to relax a bit and even enjoy the barbecue in the soft evening sunshine. But, oh lord, the next day would see the finals in all events, the prize-giving, the Peugeot and Panhard events, the 2CV racing and the beginning of clearing up, so obviously I couldn't get a good night's sleep.

As it happened, except for having to delay the prize giving ceremony thirty minutes for purely administrative reasons, every event in the programme went well and I spent a lot of time shaking hands with well-wishers and waving goodbye to apparently happy rallyists firing up and departing. So by late afternoon I could relax a bit. And despite the awful prospect of clearing the site next day, I had enough sleeping draughts at the Lytton Arms to ensure I slept well that night.

In retrospect, I can see things we should have planned more thoroughly, and others we really over-organised. Perhaps we should have concentrated the whole event in a smaller area, perhaps we should have made more of the Paris-Moscow-Paris participants' arrival, perhaps more re-enactment could have taken place. In the end it came down to a small number of people doing most of the work and roping their friends in whenever they could. The final attendance appears to have been about 1400 cars, and 3500 people; ten times the number in the TOC and a justification for joining with the CCC and 2CVGB for a celebration of Fifty Years of Front Wheel Drive.

Roll on 1987 and the Federal German Republic for the 7th ICCCR.

ALEC BILNEY



PRIZE WINNERS AT 6th ICCCR AT KNEBworth HOUSE

Best Rear Wheel Drive	Bozi Mohelek	5CV Cabriolet
Best 'Traction Avant'	Gee Fenwick	11 BL
Best 'D' Series	Len Drew	DS 23 Safari
Best CX/BX	Alan Makepeace	CX Pallas
Best GS	Alain Lasalle	GZ Birotor
Best 2CV (or Variant)	Hugo Keldkamp	Ami 6 Saloon
Best SM	Antony Cox	SM EFI
Best Dressed Tractionists	M. & Trudi Deller	1939 BL

Longest journey to the rally:

Presented to John Couche, President of the Citroen Classic Owners Club of Australia, on behalf of nine members who came 12,500 miles.

Longest journey to rally in a Traction by TOC member:

M. Schultz who came via Paris, Moscow, Paris in an 11 BL.

Model Making Competition:

Ellie Cass aged 7 of Barkingside, London.

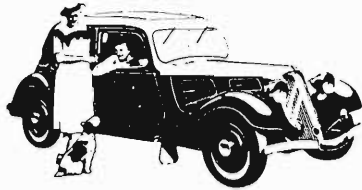
Best First Time Entrant to Course:

Phillipe Allison - 11 BL.

Most Unusual Citroen Entered in Course:

Brian Barry - DS 23 Safari Pick-Up.

28-29 AVRIL 1984



PARIS-LE BOURGET

1934



CINQUANTE ANS de TRACTION AVANT CITROËN

1984



By Laurie Turnbull



hoped to join us at Bracknell for the dinner, but due to a driveshaft problem couldn't make it. John had phoned to say he hoped to see us the next morning. Many of the cars making the trip couldn't have taken part without John's endeavours and it would have been an unjust reward for him not to have made it. However, he did, and though suffering from the exhaustion of fixing the car in the small hours, he was just about conscious under those dark, round John Lennon specs.

Ten minutes to go before sailing and someone remarked as to not having seen John Savelli and the Coupé. It was not until we actually sailed and he was found on the boat that we knew he had made it. A persistent brake problem had limited his speed down from Bracknell – for problem read "no brakes"!

After a perfectly calm sailing on which many took advantage of the sun on the open rear deck we disembarked at Dieppe. Stunned looks from French shoppers as we skirted the perimeter fence of the terminal, and there on the other side, quite incredulously, another traction driving slowly by and keeping pace with us. He looked at

us – we looked at him. I think his Gallic honour offended at these foreign imposters, he drove off never to be seen again, perhaps to return on a day when there was less competition about. There was great interest however from other locals as we stopped on the seafront, while everyone made sure they had the necessary directions and hotel addresses etc. Realising as we did that a convoy to Paris of the 24 or so cars now gathered would be impossible to maintain, we departed in twos and threes and headed south for Paris.

On the way, the reception we got was most enjoyable and an experience to treasure. Those old weathered men and women who seem to actually grow on the wayside of all French country roads, smiled and pointed and waved as we passed. Other road users flashed their lights and used their horns even more than usual.

Some of us stopped off at Gisors, a small town halfway to Paris where, looking over the main square, we took liquid refreshment. Returning to the cars, we found they had gathered quite a crowd of admirers. Nonchalantly, we continued our journey. As people were staying in a variety of different locations around Paris, the next time we all met again was the next day, Sunday, in Place de la Concorde. I made my way there by Metro and emerged into the square, hoping to see Tractions as far as the eye could see. I was disappointed. Although it was 9.30, the prescribed hour, the area appeared Tractionless until, over in the far corner, I noticed the gleam of chrome and black paintwork that could only mean Traction. On reaching them, 20 or 30 Tractions were gathered and my worries subsided. Each minute brought more Tractions until, at about 10 o'clock, the main party, including the British cars, arrived after driving down from Le Bourget. Normal traffic was virtually halted as the traffic Police cleared a route for the hundreds of Tractions now arriving. Roadsters, Coupés, and the more common saloons mingled as they were directed to the reserved parking place just in front of the Tuileries Gardens. In all, over 350 Tractions parked up and drivers and passengers inspected each other's cars.

Sunday morning strollers joined in this free classic car extravaganza, and older parents pointed out the cars to interested youngsters.

The drive itself to Le Bourget was undoubtedly the highlight of the weekend. The Traction, the most beautiful of cars, in its element once again, amongst the majestic buildings of one of the most beautiful cities. In times gone past, surely there were never so many Tractions seen at the same time in such surroundings. Luckily, the weather had been kind to us and the sky was perfectly

No one reading this magazine will need reminding that this is the 50th anniversary of the Citroën Traction first appearing on the roads of Europe. Throughout its life it has attracted many admirers from the famous to the not so famous and has come to occupy a special place within the hearts of many people, not least of course, our own.

By way of celebrating the birth of this remarkable car, the French Traction Club planned possibly the definitive rally in Paris at the end of April this year. The TOC of course have always supported the Continental Traction meetings and wherever they go attract great interest from Traction "amateurs", particularly the Slough-built cars with their wooden trim, leather seats and other minor differences.

This rally was of course no exception and for all those that took part, it will remain in their memories for a very long time to come. The rally however nearly didn't take place. At the end of last year we heard that a big meeting was planned and enquiries were made as to dates, numbers involved, events planned etc. Throughout the first months of this, unofficial snippets of information filtered through from France. First it was to be a drive down the Champs Elysées, meeting under the Eiffel Tower. Then it was to be a drive to the Bois de Vincennes to the East of Paris. Finally we discovered it was to be a meeting in Place de la Concorde on Sunday 29th April with a convoy drive to Le Bourget, an airport to the north-east of Paris. Even then, rumours were rife that the rally was cancelled, the dates had changed etc. Not until we reached Paris did we definitely know that the rally was on.

For the British party though, and those dedicated people who joined our trip from as far away as Canada, South Africa, New Zealand and America, the spirit was to go, and if necessary have our own rally despite the setbacks.

And so, in the early morning of 28th April a convoy of some 13 gleaming tractions left the Ladbroke Mercury Hotel, Bracknell bound for Newhaven. The previous evening celebration dinner and the crisp clear dawn that greeted us on that day put everyone in an expectant mood.

The drive itself to Newhaven for the 10.00 a.m. ferry was fairly uneventful, that is if you can consider any drive by traction uneventful. I was travelling with Norman Moore in his 1938 Light 12 and due to his Jacky Ickx style driving, we arrived long before many of the others of our party. Awaiting us was a further array of tractions of those who had agreed to meet us at the Sealink terminal. David Boyd's roadster was the first of many we were to see that weekend, and as usual it looked magnificent. An especially welcome sight to see was John and Shirley Gillard, who had

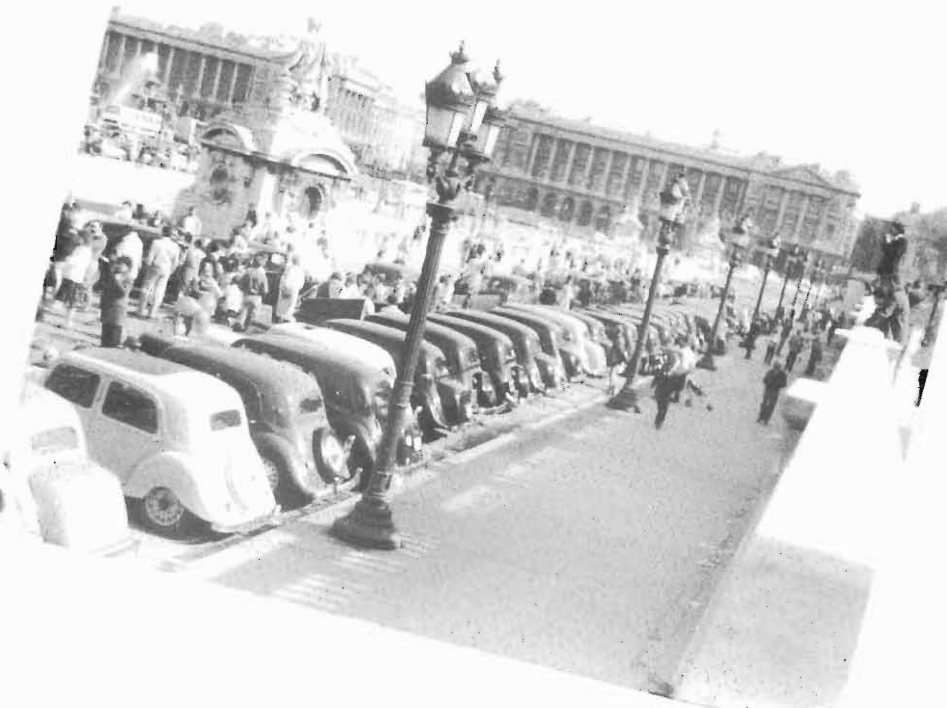
clear. The good weather ensured that the pavements were filled with impromptu spectators who looked on in awe. Across cobbled streets and tree-lined avenues the convoy moved through old Paris. Alongside rode the motorcycle police who made sure no non-Traction got into the procession, weeding out the Renaults and Peugeots, much to the annoyance, I think, of the taxi drivers who had just had to sit and watch. Among the older spectators there was undoubtedly the flicker of recognition and I'm sure longing.

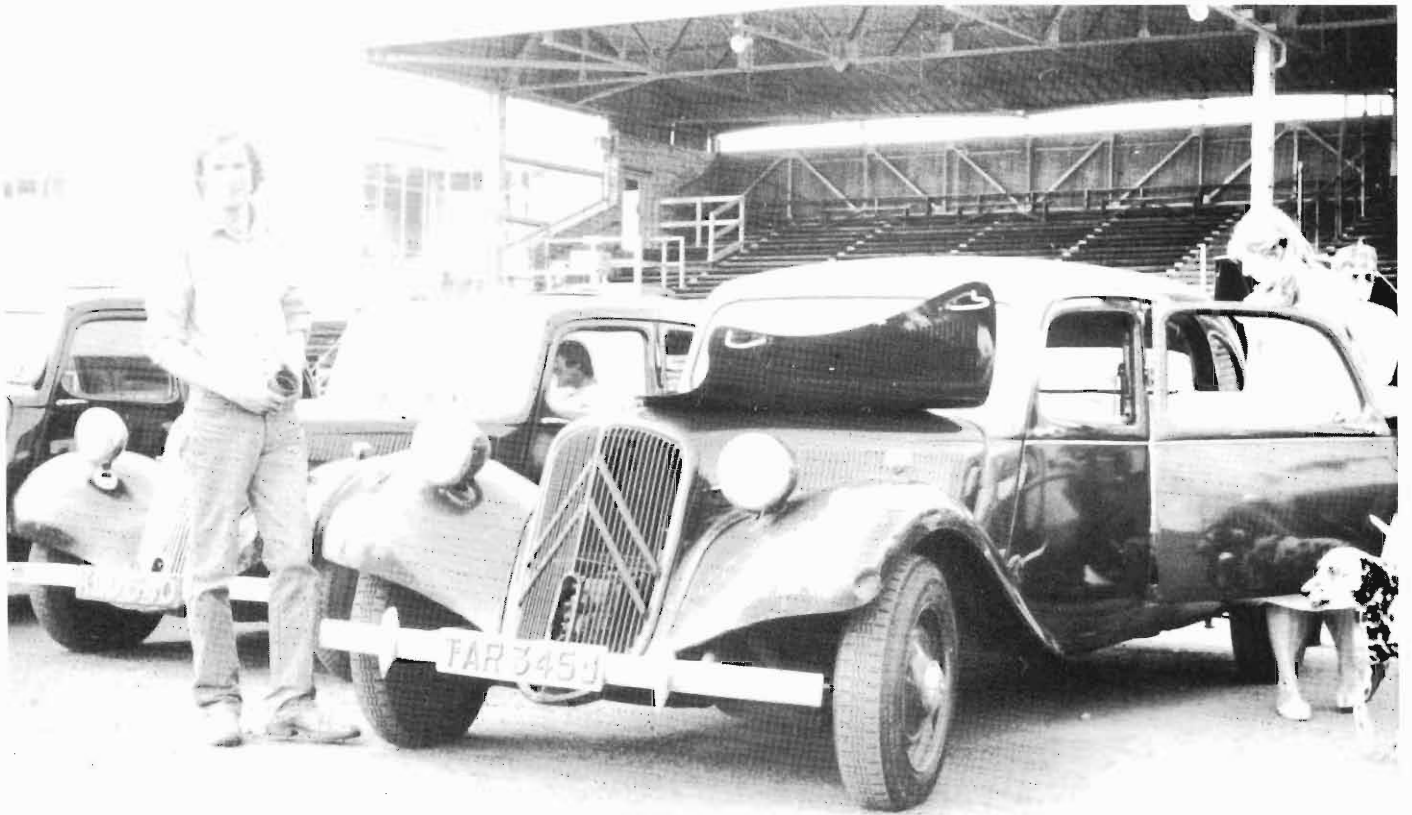
The clock had been turned back some 30 years or more and few were displeased at the spectacle. Frequently, despite our being waved through all red lights, the convoy would stop or falter. This was the signal for occupants to jump out and take pictures, exchange greetings or just look around and take it all in. If Jean Gabin had pulled up beside us with a filterless Gitane clenched between his lips, no-one would have been particularly surprised. On the move again, we approached the north of Paris at Clignancourt and joined the Periphique or ring road that would take us to Le Bourget. All other traffic was stopped, a unique event in itself. Norman's sun roof provided an excellent viewing point as we drove to Le Bourget, proving the advantage of some of the British cars. Along the way, we only saw one traction broken down, albeit a Rosentgart Supertraction roadster. Later, it was seen at Le Bourget moving under its own power so we hope the problem was not a serious one.

On reaching Le Bourget, the sheer enormity of the rally became apparent. Depending on which press article you read, there were between 1500 and 2200 Tractions gathered there. Row upon row of every type conceivable. Some in good condition, others in need of work, but all having something individual about them. One of my favourites was fairly mundane compared to its more splendid stable-mates. A black pre-war French Normale with red Pilste wheels that looked as original as the day it left the factory.

Everything about it was subtle and unassuming, a kind of understatement, but when viewed as a whole it was beyond reproach. Other cars also demanded attention. The splendilux of course; who could miss it along with the special bodied roadsters. A unique example of a 6 cylinder roadster, 1 of only 3 ever built, and all apparently owned by the Michelin family. The Traction taxi complete with magnificently ornate meter. The strange and incredibly complicated charcoal burning version I think, that owed its looks more to a petroleum cracking plant than to the Quai de Javel. Fuel incidentally was carried on the roof-rack – in sacks!

However, the enormity of the meeting, I think, was in some ways the only fly in the ointment. Unfortunately, no events were planned at Le Bourget itself, even though this surely was the place for the definitive concours d'élégance. The autojumble was limited to a few stands only and refreshments were generally not of a high standard. The exhibition area of various specials was strangely sterile, with little attention having been given to presentation, something I think the organisers of TOC stands appreciate very well. But all this could not detract in a major way from the success of the event as a whole. I and many others left realising that we had witnessed probably the largest ever gathering of Tractions ever to be staged. Sadly, I doubt if in 50 years time, as many will make the same trip again. True, interest in the car itself will never diminish, its status already assured; but what also made Le Bourget were some of its characters; people who had grown up with the Traction and loved it ever since. I will forever remember the grey haired owner of a 1935 roadster. By roadster terms it was very tatty but totally original. He came alone, aged 75 at least, a true devotee. Unfortunately, these types of people will be absent from the next 50th celebration.





Jonathan and Serena Howard with the car at Stratford-upon-Avon.

Members Cars

TAR 345J – The Purist's Nightmare

By Jonathan Howard

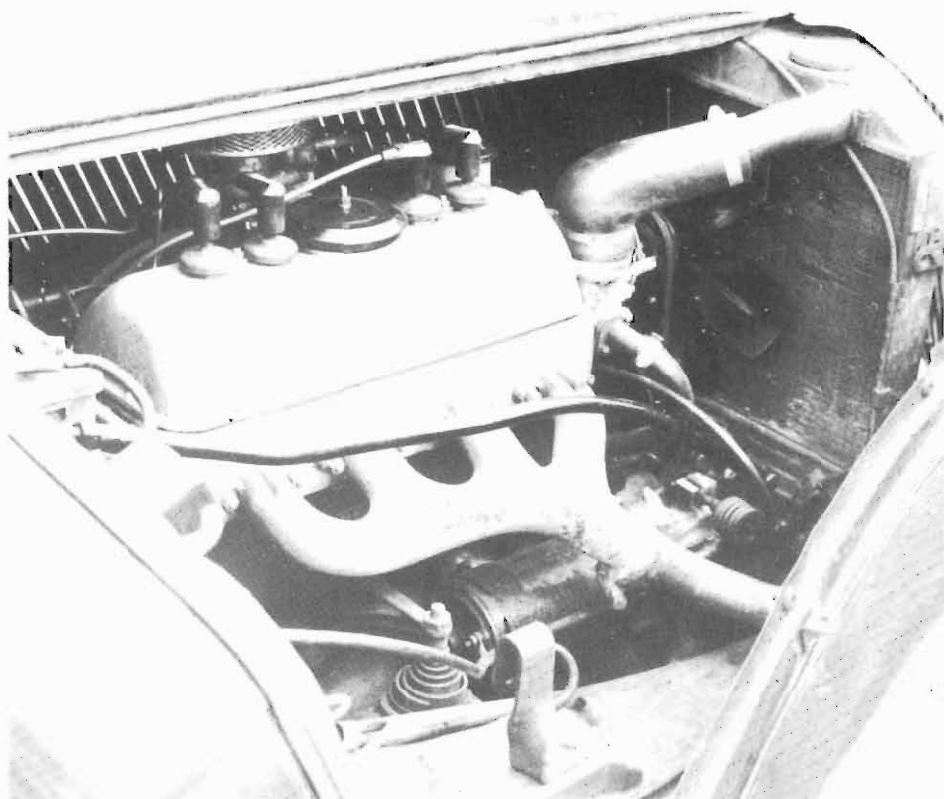
In 1980 I was looking for a Commerciale as a useful workhorse to use in the business. At that time, no such car was available. In January 1981 in desperation, I bought a Familiale, being the next best thing. This was bought as a non-MOT'd semi-runner. The hulk was dragged off to have essential repairs carried out to floor panel, doors, wings, etc. While this work was in process I spotted an advertisement in 'Floating Power' in which a dead Commerciale was offered for parts. The story behind it was that this was a well rotted example into which somebody had inadvertently snudged a Morris Minor, bending the front cradle, deforming the horns and causing the floor panel and sills to tear down the dotted line. I bought the tailgate, and with a grizzly disc the rear roof section was cut off, creating an interesting semi-decoverable effect on this already ruined car. The next step was to have this roof section, with its attendant internal bracing, welded into my Familiale, and the 'hatchback' installed, creating a 'Commer-Familiale'. In this guise the car trundled around very happily for over a year until I decided to have the engine remetalled. The lamentable performance of the 'engineers' who were given this work was enough to make me change

the bottom end of the engine to the shell-bearing ID-DS type. Inside, by the way of mod cons a Renault 4 heater was installed as being one of the few 6V types available. Soon after this I installed inertia-reel seatbelts as fitted to late D models. The following Spring the gearbox exploded in spectacular fashion, splitting the bell-

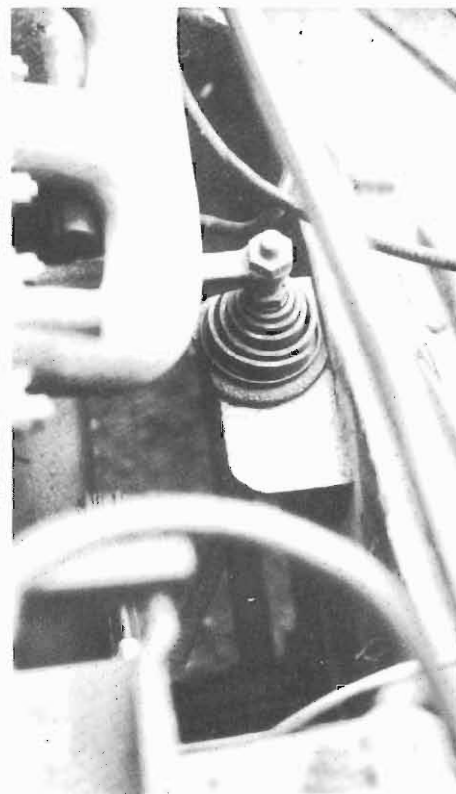
housing and showering EP90 and teeth onto the road. Cursing like mad, I replaced this, resolving that I had had enough of Traction 3 speed gearboxes. I set about finding an IPIG 4 speed box, cylinder head, column change mechanism and other parts to form the necessary ingredients for the recipe outlined by Roger Williams in 'Floating



Commerciale Tailgate skilfully grafted onto the Familiale body.



Exhaust side of the engine. The radiator now sits very high to clear the necessary D linkages running below it.



Mounting bracket moves forward to suit D engine and gearbox.

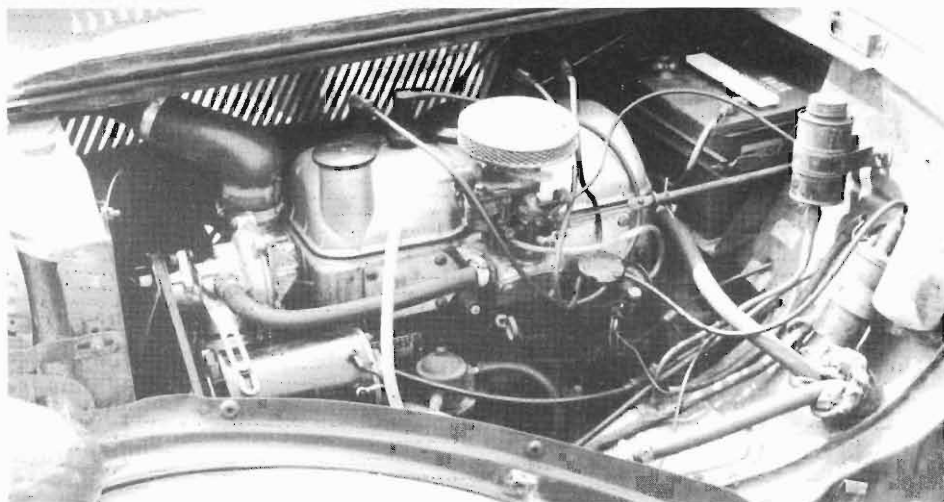
Power' a few issues back. Last February the car was driven up to Roger Williams' and over a six day period he and I worked like mad effecting the necessary changeover.

On my return, further work was necessary as it became apparent that the 6V battery and starter simply weren't up to the task of turning over the engine as the compression was up to a dizzy 7.5 to one. However, 12V conversion is very simple and takes care of that problem. The 4 speed conversion works an absolute treat and transforms the car in terms of performance and motorway cruising. For example the traction box in top gives 17 mph per 1,000 rpm of the engine – so that at 70 mph the motor is spinning at a little over 4,100 rpm at which it has passed its peak performance (3,800 rpm) and is generally lets the driver know this. The 4 speed box gives just over 23 mph per 1,000 rpm in top, which means that at 70 mph the motor is spinning at just over 3,000 rpm, a very relaxed gait for a motor which Citroën say peaks at 4,500 rpm! Furthermore the novelty of driving a traction with effective Syncromesh still hasn't worn off.

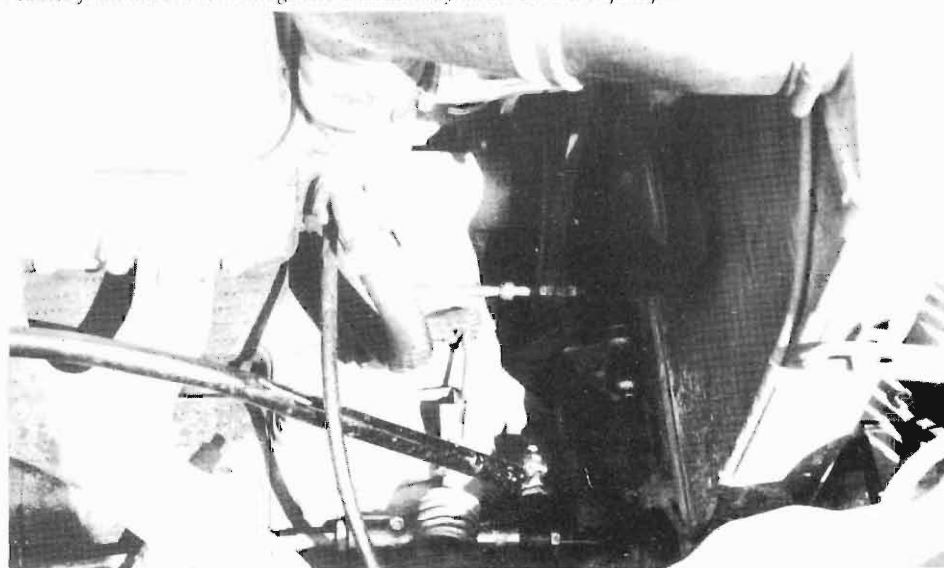
Next problem to be taken care of was the body, which was showing signs of depredation by rust. Anno Domini and local hoodlums. This was rectified by Peacock Engineering who did an excellent job.

And for the future? The software inside the car needs major work, and lurking in my workshop is a nearly completed DW engine – the ultimate development of the 1911cc engine, which gave out some 10 bhp more than the Big Six engine. This I propose to fit, although opinion in the Arch is that the drive shafts will twist up like barley-sugar – we'll see.

Jonathan Howard



*Above: Under the bonnet – inlet side of the D engine, looking quite at home in the Traction.
Below: Looking down at the bellhousing. D gearchange rod can be seen, as can the clutch cable. This comes from the central linkage and curves away under the water pump.*



Club news

Your Editor has at last put his Slough Light Fifteen on the road, after a much interrupted rebuild. Clearly it was not really finished in time for Knebworth, but at least it did get there. Purists were distressed to see a pre-war bonnet on a 1952 car. Unfortunately the bumpers were still at the chroming firm – but they are pre-war too. The car has worn pre-war bumpers since 1961–2, so in fact has had them for most of its life. Previous owner John Waynam – a TOC member – put them on, and also used a set of Pilote wheels, sadly removed by an intermediate owner. I replaced the French pressed wheels on the car when I bought it in 1976 with Easi-cleans. Chacum a son goût! Under the pre-war bonnet is a very post-war engine – a 1964 DS bottom end carrying a 11D head. At least it motors well. Talking of D's, Roger Williams has finished his shoehorn job – complete D conversion in a Light Fifteen. This attracted great interest at Knebworth, where Jonathan Harrard's 'Commerciale' could also be seen with Roger's conversion; it looks a much more straightforward job on the wider car.

Bryn Hughes took CTR 36, the well-known white roadster to Knebworth and his completely restored roadster shell. Mick Peacock who did the work on this showed it at his stand, demonstrating how the job should be done. Having sold his Slough Small Boot Six to the

Editor and his wife, Bryn has now acquired another Six, an early example with the engine revolving the 'wrong' way (15.6 G) and a coachbuilt estate body. This was illustrated in an early issue of F.P.

Following the usual course of the Traction fanatic, Stephen Bull has realised that one is not enough, and is now roaring about in an early post-war Belgian Legère. Well-used but very original, this is to me a more appealing car than any superficial 'restoration' job.

Sadly Tom and Rosie Evans are temporarily Traction-less – the Big Fifteen has finally succumbed to anno domini, but will be refurbished in the garage Tom has built for it. Tom also has a Commerciale waiting its turn. On the subject of the long wheel-base Traction, does anyone know of a 15.6 Familiale in this country? There were two overseas examples at Knebworth, but I should like to know if there are any over here. (Not including Fred Annel's 1938 15.6 Limousine).

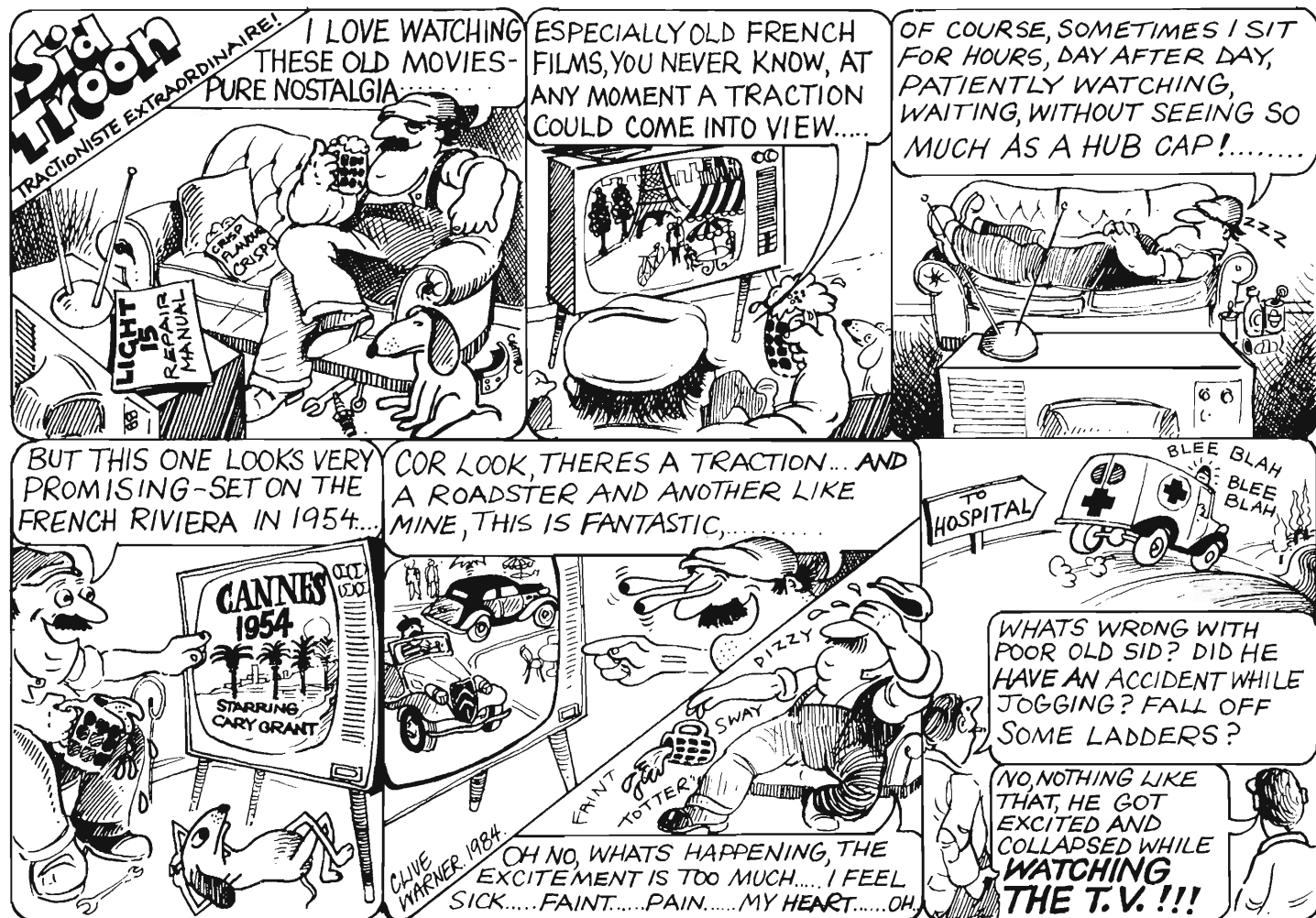
This is not the place to give Allan Sibley his full due for his amazing work for the Club, and in particular, his dedication to making the 6th ICCR the outstanding success it turned out to be: more of this later. What must be stated here is that, quite understandably, Allan will be standing down as TOC Social Secretary. So an enthusiastic person is needed, as soon as possible, to continue this side of TOC activities.

CHANGE OF ADDRESS FOR CLUB SHOP

Syd Griffiths,
24 Hayday Road,
Canning Town,
London E16 4AZ.

NEW MEMBERS

- 547 R. A. Ames, Gloucestershire.
- 548 R. W. Burn, Kent.
- 549 N. T. Goldsmith, Minster.
- 550 A. Sebastian, Kent.
- 551 S. A. Sykes, Kent.
- 552 C. W. Fowler, U.S.A.
- 553 J. S. Balsham, Somerset.
- 554 R. F. Drewitt, Wivellscombe.



DIARY DATES

NORTHERN SECTION MEETINGS

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

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

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

LONDON SECTION MEETINGS

All Pub meetings start at 8pm.

30th October Canonbury Tavern,
Canonbury Placc.
Islington N1.

WEST MIDLANDS SOCIAL SECTION MEETINGS

1st Wednesday of each month:
at The Swan, Whittington, Worcester. 200 yards off junction 7, M5.

October 17th The Crown, Wychbold, near Droitwich on A38 just north of junction 5, M5.

November 21st The Four Alls, Wellford on Avon, near Stratford on Avon.

December 14th An evening at David & June Boyd's, 'Tanglewood', New End, Astwood Bank, near Redditch, 8 p.m. onwards, please bring a bottle.

January 16th The Raven, Claines, Worcester, on A38, 3 miles north of Worcester city centre

February 20th The Fox and Hounds, Bredon, near Tewkesbury.

March 20th The Washford Mill, Studley, Redditch, on A435, 1/2 mile north of Studley.

April 17th The Road Maker, Gorsley, near Newent.

May 15th The Fleece, Bretforton, near Evesham.

Please contact Simon Saint, 'Snigs End', Danes Green, Claines, Worcester. Tel. 54961 for directions or further information.

September 28, 29, 30
Les Arris de Panhard. We are invited to their Lakeland weekend. Contact Colin Brooks, The Old House, Stainton, Kendal, Cumbria LA8 0DU as soon as possible.

November 3rd
Bonfire Party at Fort Nelson, near Portsmouth. Music, refreshments, bar. Tickets £1. Contact Editor.

CLASSIFIED

For Sale: Front wheel outer bearings (with groove), to fit Light 12/15 and Big 15. £20 per pair.

Stock up whilst available.

Big Boot Rear Aprons in G.R.P. £11 each. Inlet and Exhaust Valves, £24 per set. Prices include postage.

Mike Tennant, 49 Hollywell Road, Micheldean, Gloucestershire.

For Sale: Wiring Looms.

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

Also available cotton covered wire with cotton braid £106.50.

John Gillard, Arch 124, Cornwall Road, London SE1. Tel. 01 928 6613.

For Sale:

1950 Slough built light 15, small boot, NKX 666, colour Honeysuckle, complete restoration 1976, less than 500 miles since then. New chrome, upholstery, carpets, headlining, Michelin X's. New mechanics necessary. Brooklands steering wheel, new driveshafts, re-wired. Superb order. What offers?

John Hornby, 17 Blind Lane, Southwick, Trowbridge, Wiltshire. Tel. 022 14 2495 after 6 pm.

For Sale

6 volt 'Runbaken' glass cased, oil filled ignition coil. Delightful and efficient period accessory, in as new condition, complete with original booklet and instructions. £12. N. Hall. Tel. 0705 474731.

For Sale:

Citroen Light Fifteen, 1952, new engine and gearbox with some spares including an engine and gearbox. In daily use. £2000.
D. Steele, 13 Chestnut Street, Worcester. Tel. 0905 22171.

For Sale:

6th I.C.C.R. - The Book of the Rally. The minority of members who were not at Knebworth may be interested to know what they missed. The book of the Rally will be published later this year (150 pages+ and 150 or more photos). Price will be £6.95. For orders received during AUGUST, ONLY from members it will be available at the pre-publication price of £5.95 plus 55p postage. Send a cheque payable to C. D. Conway or quote your ACCESS number. TOC MEMBERS SPECIAL:- OFFER OPEN TO 30TH SEPTEMBER.

David Conway, 152 Barkham Road, Wokingham, Berks. RG11 2RP.

For Sale:

Citroen Light Fifteen, 1949, Slough built. Excellent mechanical condition after extensive overhaul, full details available. Bodywork generally good, but some rust in places. £1000 ono.
Tel. Fressingfield (Norfolk) 236 after 8 pm.

For Sale:

Two Pirelli Cinturatos, 165x400, plenty of tread remaining. £20.
Ben Yates, 20 Church End, Gamlingay, Cambridgeshire. Tel. 0767 50447.

Wanted:

Bluemel 'Brooklands' steering wheel for my Traction.
Steven Hedinger. Tel. Windsor 52963.

Tool & Manual Hire Service:

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

	Deposit	Hire
Front hub and outer bearing puller	£25	£2.50
Top ball breaker	£10	£1.00
Bottom ball breaker	£20	£2.00
Inner bearing nut spanner	£5	£0.50

Hires are for nominal periods of 7 days, although earlier return will be appreciated. Deposits are refundable only on SAFE return; any damage to tools will be deducted from deposits. You fetch and return please. Prior booking ensures availability.

Workshop Manuals Hire Service:

We have a full range of Traction Manuals for loan. Please send details of your car, together with a deposit cheque for £25 and separate postal order for £2.25 for postage. Cheque payable to the TOC, postal order payable to: Graham Brice, 46 Mayfair Avenue, Loose, Maidstone, Kent.
Please enclose a SAE for return of your deposit.

CLUB SHOP PRICE LIST

Back Nos. of Floating Power (Subject to availability)

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

Posters

Les Traction	£2.00
Traction Avant	£1.25

Tee-Shirts

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

Metal Car Badge

blue/white - chrome finish £7.50 each

Button Badges

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

Enamel Brooches

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

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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.

