

Dear Roger,
I would like to convey to you my feelings and say how proud I am that I've been given life membership in the Club – it is indeed an honour I cherish.

Some ten years ago a group of enthusiasts did meet in my house to express their hopes and ideas to form an independent club purely for the Traction – a breakaway from the Citroen Car Club. I must be honest, I had very mixed feelings and a fear that should it fail it would do harm to these people within that following – they'd be disillusioned and would give it up. I felt it would be better to expand the section 'Light 15 Corner' than to take that step. However, I was wrong as the years have proved; the effort and work done by those concerned at that time contributed to the success the Club enjoys today.

As with all clubs, it is the committee members who deserve a big pat on the back for their work. At this point I'd say to club members who do need their services – *don't* phone unless it is really a desperate situation; an s.a.e. is more convenient and so much more appreciated – you might even be stopping them from working on their own car – I know!

The jobs I used to do at one time that were so easy are now becoming that little more of an effort – lifting out engines, gearboxes without a hoist just isn't on now! Time does catch up with us all eventually; now I have a very nicely-framed picture of my Certificate that takes its place amongst the other many reminders I have of this very special Citroen. Someone said 'Beauty lies in the eye of the beholder' – it is true for me that the car has such eye-catching appeal with great sense in its engineering.

I'll part with a little something to whet your appetite – I'll be along to next year's meetings in my red 1934 V8 Roadster, and I hope the weather's fine just to show it off! Well, I can dream, can't I?

Sincerely,
Fred Anells

still accelerating, on a very sharp left-hand bend. Phew! And this without crossing the (non-existent) centre-line! My admiration for the driver's ability remains to this day – as does the memory of the drive, thirty years later!

After a great deal of fun and a lot of dismantling and rectification of drive-shafts and gearbox (helped by John Cooper of Cooper Cars with gears) the time eventually came to part with KYY 304. Transport problems, fuel shortages, constant moves of home, the family and my job as a night fighter pilot did not mix well, and the car had to find a new home. It was when we moved the family, belongings and dog from a living to a married quarters on the RAF in Kent that the big decision was made. We had not even left the grounds of the house, in fact we had moved only fifteen yards, when the gearbox gave up once again – in the middle of stream.

How fantastic to see KYY 304 again, but a change of colour, a bit of wear and tear (?) over the thirty years, no four speed, no big spots front and rear – sad. But perhaps I was successful in inspiring Paul to make a start on restoration – at least he has bought a set of tyres. And here I am some thirty years and thirty cars later with yet another Traction – and dirty overalls!

Sincerely,
Jack Atkinson



Dear Traction Drivers,
We are in the process of celebrating the 50th Anniversary of the 'Raid Lecot'. Francois Lecot drove 400,000 kms during one year (1935/36) in order to prove that the Traction Avant was a solid thing. His journey was made in a II AL 1935, but this car has unfortunately disappeared, but we intend to try and reconstruct a similar car which will be unveiled at the 'Retromobile' exhibition in Paris during February 1986.

The tour, Paris – Monte Carlo – Paris, will be made from May 8th to May 18th and will follow Lecot's route closely. Our intention is to gather around 100 vehicles with roughly 200 participants. Costs are estimated to be 1,000,000 frs, and half of this amount is to be financed by sponsors. We have already been in touch with the companies that originally financed Lecot: Yacco, Eychem, BRB, Fulmen aso., and we think that companies producing champagne and perfume could be interested by the publicity.

Each participant will pay around 3,000 frs (approx. £300) and this figure is fairly comparable with one week on a charter holiday like 'Club Mediterrannée'. We would be grateful if you could inform your members of our tour, the proposed route of which is as follows:

Thursday 8 May

Paris 0800h Gathering at Place de la Concorde
1000h Departure

Fontainebleau 1200h Buffet
1400h Departure

Beaune 1800h Arrival
325 kms 2030h Dinner plus hotel

Friday 9 May

Beaune 0900 – 1030h Sponsor activity
Macon 1200h Lunch
Afternoon free

Rochetaille Evening (home town of Lecot)

Lyons Dinner plus hotel
157 kms

Saturday 10 May

Lyons 1000 – 1130h Sponsor activity
1200h Lunch

1400h Departure from Lyons
Avignon 1800h Arrival, dinner plus hotel
225 kms

Sunday 11 May

Avignon 1000h Departure

Nimes

Arles

Aix-en-Provence 1800h Arrival at Aix, dinner and hotel (a lunch will be served during this tour)
150 kms

Monday 12 May

Aix-en-Pce 1000h Departure Aix

Draginan 1200h Lunch

Frejus/St

Raphael 1800h Arrival

200 kms St Raphael, dinner and hotel

Tuesday 13 May

St Raphael/Fréjus 1000h Departure

Monaco Grand GALA

Wednesday 14 May

Monaco Departure

Free Day

Nice Dinner and hotel

Thursday 15 May

Nice 0800h Departure

Gap 1200h Lunch

Grenoble 1900h Dinner and hotel

340 kms

Friday 16 May

Grenoble Sponsor activity

1200h Lunch

Annecy 1900h Dinner and hotel in

Annecy or nearby

Saturday 17 May

Annecy 0900h Departure

Dijon 1700h Dinner and hotel

(a lunch will be served on the itinerary)

Sunday 18 May

Dijon 0900h Departure

Chablis 1300h Lunch

Paris GALA at the Automobile Club de France, Place de la Concorde

So far our thoughts up till now – do you think that the Tractionists in the UK might be interested in a tour of this kind?

Yours sincerely,
C. Gabrielson,
21, rue des Martyrs,
75 009 Paris, France

Dear Bob,
As a PS to Paul Widdup's letter published in Floating Power, some of my own recollections might be of interest.

My first sight of the beautiful two-tone Light 15 was in New Year 1956 when on my way to a jet fighter refresher flying course in Lincolnshire. Eating up the miles on uncrowded roads in my 1939 Light 15 FZ 4050 at a steady 60 mph, I caught a glimpse of my future purchase standing in the forecourt of a garage near Boston. The garage owner, Geoff Rennoldson, turned out to be the owner of the car. During a short test drive with Geoff at the wheel we achieved a remarkable 85 mph indicated,

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Fred Annells

Floating Power

Volume Ten Number Five

November, Nineteen Hundred and Eighty Five

IT'S always nice, albeit rare, to see another Traction on the roads nowadays and so when one is spotted it is usually the prelude for much over-excited, arm-waving, headlight flashing, horn honking and general gesticulative behaviour! So it was the other day that whilst passing through the town of Petersfield on my way to work I came across another Traction heading in the opposite direction. Following the afore mentioned compulsory antics, I realised that the driver was none other than our Chairman Roger Dyer who obviously recognised me for as we passed his arms started waving about in similar 'beckoning' fashion. 'He wants to have a natter', I thought when I noticed his stop-lights come on just as he disappeared round a curve in the road. Coming immediately to one of those silly roundabouts painted on the road I instinctively did a quick 360° turn, much to the consternation of other traffic, and swiftly chased after him - only to find that he had done the same thing further up the road! We passed each other again, arms still waving, but this time both hanging out of the windows shouting instructions (and obscenities!) at each other! I think that between us we managed to bring Petersfield to a temporary stand-still as we performed our version of a mobile Traction carousel, but we eventually sorted ourselves out and rendezvoused at a local garage where Roger gave me a summary of the 'Le Havre Weekend' that he was just returning home from. Roger and Mike Wheals had made the trip to represent the TOC and by all accounts both their Slough Traction had been very well received and the subject of much interest and praise from our French contemporaries. A full report of the trip is covered in this issue and perhaps next time we can count on a few more Traction taking part so that we can put on a real TOC 'show'!

By contrast, however, the combined TOC/CCC Rally at Stratford-upon-Avon was very well attended and both clubs received some welcome press publicity when we were invited to take part in the starting ceremony for three local lads who were about to undertake a sponsored run (on foot!) to Southport in aid of leukaemia research. The Lord Mayor of Stratford was present and together with a fine and spectacular gathering of vintage and modern Citroens they could not have wished for a better send-off to the sweet and mellow sound of many Traction 'Wintones'! Highlight of the Saturday evening was the now familiar barbeque and disco with our ex-Chairman Bernie Shaw and his charming wife Pearl winning the spot-prize for 'best dancers'! Mind you, Bernie's notion of a dance, if you could call it that, is a sort of Bossanova Quick-Step with a bit of Twist thrown in whilst playing an imaginary pair of maracas! I'm of the opinion that they gave him the prize to get him off the floor as nobody else could dance for laughing!

I see from a recent Sotheby's auction report that a 1937 L115 Roadster, in excellent condition,

was sold for the comparatively low bid of £7,500. This one had apparently spent most of its life in a Doctor's hands (no pun intended) in Aberdeen and, the report went on, was one of only nine surviving Roadsters known! If any member knows who the lucky recipient is then do tell and our Membership Secretary Steve Reed will forward details of the TOC plus membership application - who knows, we may see a bevy of Roadsters at future rallies yet!

Now that Summer has officially ended (yes, I know it never really started!) we can now start to prepare our Traction to withstand the rigours of Winter. Top of the list must be the addition of anti-freeze solution to the cooling system, and this should have been done by now, unless you are not planning to use your Traction during the winter months when draining the complete system is the answer. I notice that the club spares now stock *thermostats* for location in the top hose - well worth the investment I would have thought as Traction do tend to take a long time to warm-up especially in cold weather. Another useful accessory and an aid to rapid warming-up when starting from cold is the fitting of a radiator muff or blind. This was common practice many years ago and in addition they help to raise the temperature of the car interior, with the aid of the 'heater', more quickly. I obtained my blind from Alec Bilney last year, made to original specification from leather and with adjustable 'flap', and I can vouch for its versatility and efficiency. Having replaced the unique Traction heater tube (useless as it is except in Summer!), changed the plugs and points, ensured that the battery is fully charged, and not forgetting to be as vigilant as ever with the grease-gun, then armed with overcoat, gloves, hot-water bottle and car-rug, you can be sure your Traction will carry you comfortably through the winter and deliver you safely to the White Hart Hotel at Whitchurch for the official TOC Christmas Lunch. Bookings (including families) for the lunch to be held on the afternoon of Sunday, 22nd December 1985, should be made asap to Social Secretary Mike Wheals, and we are looking forward this year to an even greater gathering of members and Traction. But hurry, places are now limited! Alternatively, the London section are holding the now 'traditional' Xmas Nosh at the Le Routier Restaurant in Camden Loch, NW1, on the evening of Saturday, 4th January, 1986. Bookings for this 'do' should be made to John Gillard at the Arch on 01-9286613, and hopefully we will see you at one, or perhaps both, of these super yuletide events?

Finally, on behalf of your committee, I would like to wish each and every member a very Merry Christmas plus a New Year that brings health, prosperity and many, many miles of trouble-free motoring - Traction style, of course.

Sincere good wishes,
Bob Wade

The Paris Taxi Strike

by Fabien Sabates

(Kindly translated from the French by Martin Horrocks)



Striking taxis park on the Rue Royale but refuse to take passengers.

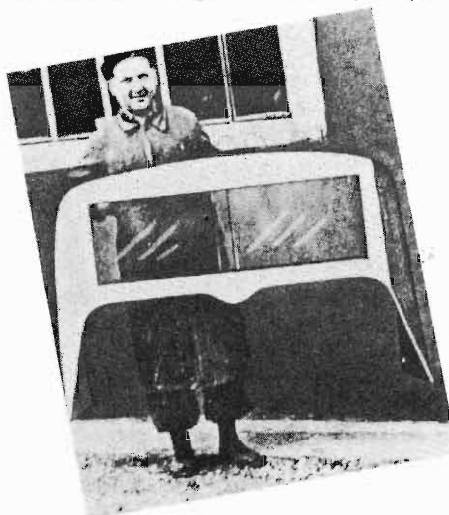
IN 1954 THE PRÉFECTURE de Police authorised the daily circulation of some 11,200 taxis in Paris, most of which were Citroens. On the 26th of March, however, only 200 cabs were on the streets. The other 98.2% were on strike, protesting against, of all things, having to put an illuminated red sign on the roof.

This sign, already standard practice in other countries, as supposed to make a taxi stand out amongst all the other traffic. The préfet de Police, head of the Paris police, had promulgated an ordinance on July 16th, 1953, which would make this sign compulsory as of April 1st, 1954. Taxi drivers regarded this as a bad joke, especially when a further measure was proposed which stipulated that, within 12 to 36 months, all taxis should be painted in a two-tone scheme and be fitted with an interior partition between driver and passengers. These last two stipulations were to apply to any taxi registered in Paris after April 1st, 1954.

The Background to the Strike

Coachbuilders thought that these requirements would result in higher prices.

To cover higher costs of equipping the cabs, taxi companies demanded an increase in the "pick up" charge. This in turn prompted



This steel partition, made by G.I.C.A.A., had two pieces of glass, one of which was fixed. The other could only be operated by the driver. The partition could be installed in just 15 minutes and cost 17,000F to install in an 11 Normale.

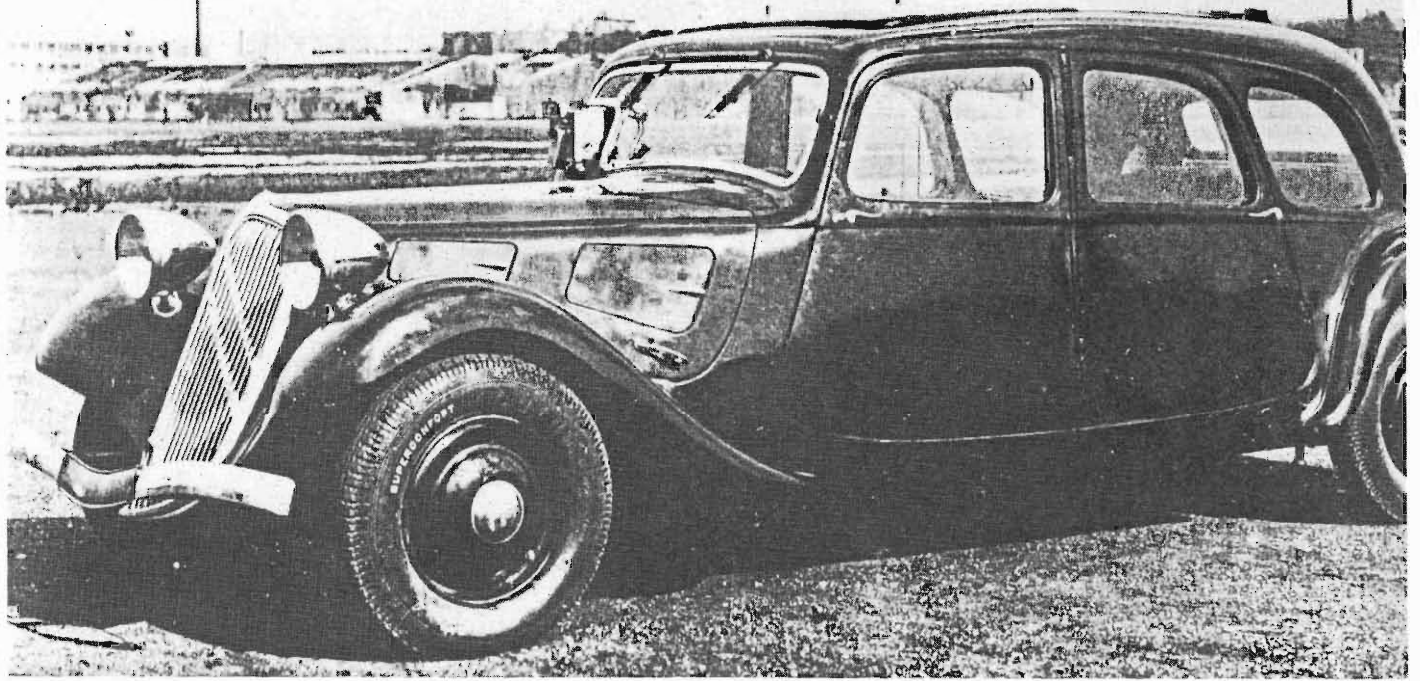
their employees, the cab-drivers themselves, to strike in protest against a raise which they felt would affect business.

On Friday 26th March, the evening after the strike the Prefecture granted delays in the introduction of the new equipment. At the same hastily-called meeting, the public authorities rejected the demand for an increase in charges for picking up fares.

The first of these ordinances (no. 53-2724, requiring an illuminated sign) is still current, unlike the requirement for two-tone bodywork (ordinance no. 53-2725). This stipulated that: "Cabs operating from 2nd class ranks are to be painted in a dark colour on the lower part of the bodywork and a light colour on the upper part. "Article 3 of the same ordinance stipulated that: "The driver is to be separated from the passenger compartment by a partition of reinforced glass, composed of two sliding elements, lockable from the driver's side."

Two-Tone Bodywork

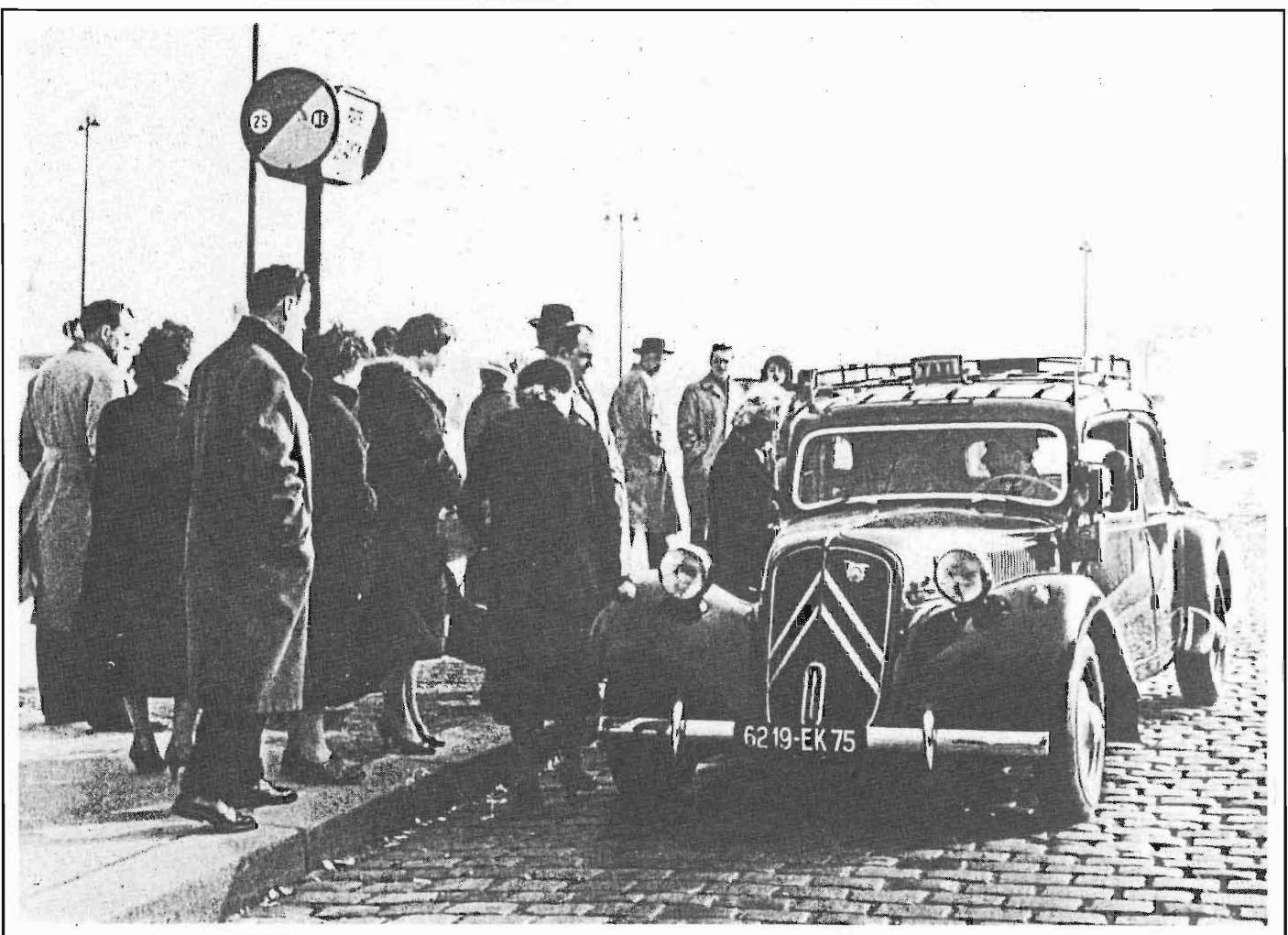
Only two manufacturers made an effort to comply with this stipulation. Ford was one, having won an order for several hundred of its Vedettes from a large taxi company.



The first Familiare taxis were launched in 1935, without any great success. This example is fitted with a sun-roof, semaphore indicators, and a windscreen modified to take the meter. Note the full rear doors, twin air flaps and the flat headlights. Pick up charge was 1.25F.



Tow-tone II Normale. Note the meter to the right of the driver. This was a popular although impractical position, which allowed a clear field of vision.



A striking cabbie explaining his grievances to would-be fares. Their comments are not recorded.

These cars left the production lines at Poissy finished in black and cream. Citroën also had some Tractions equipped by coachbuilders. The terms of these conversion were reasonable, a fully-equipped car could be bought from the factory on credit terms by the conversion specialist. Should a driver want to convert his cab himself, there were several options open. The following prices relate to the II Normale, which was one of the models best-suited to taxi use. Spraying either the top

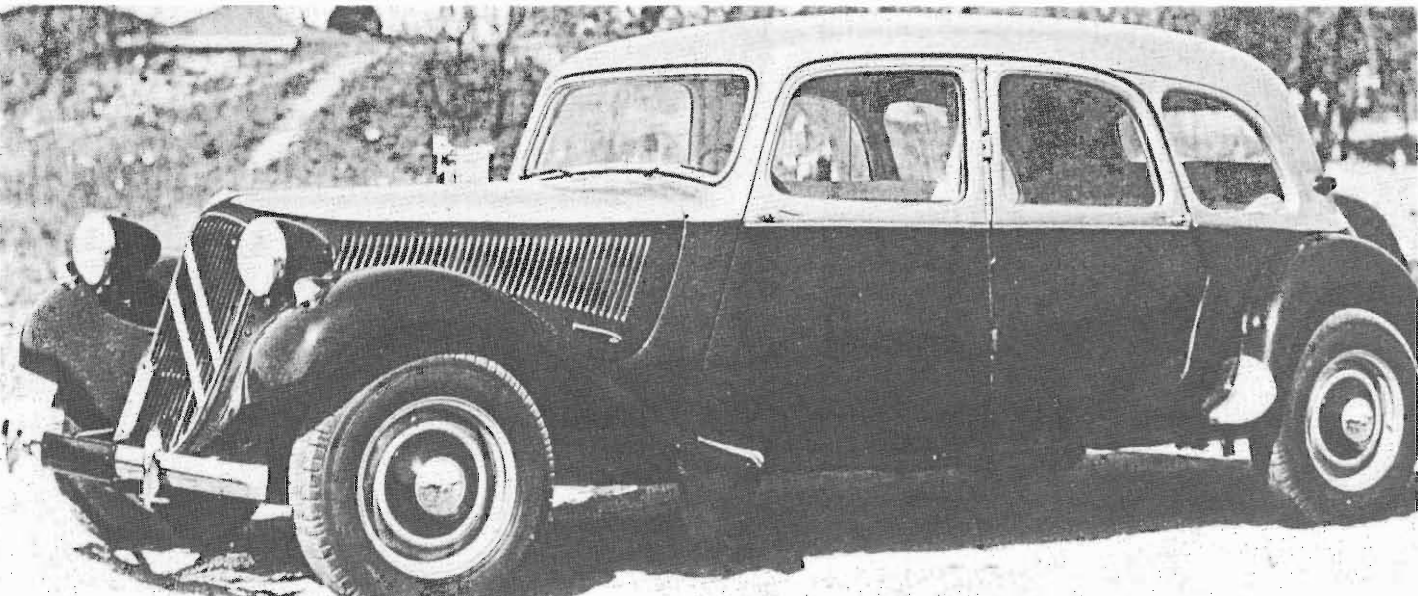
part of the bodywork in a light colour, or the lower part in a dark colour would cost between 16,500F and 20,000F. If the car were bought from Citroën in grey primer, two-tone paintwork would cost between 34,000F and 38,000F. The vehicle would cost 19,000F less in primer than would a completely finished car in any case.

The Interior Partition

Why this was considered necessary is not

known. It may have been for passenger comfort, for fear of terrorist attack in the early stages of the Algerian war, or simply influenced by American cab style.

Whatever the reasons, this partition was the most expensive item in the conversion, costing between 17,000F and 50,000F. After the strike and the abandonment of these partitions, they were scrapped in their thousands by manufacturers who had been counting their chickens. This accounts for their scarcity today.



II Familiale with partition in place but no sign on the roof. Note the light coloured wheels with dark hubcaps and the two-tone effect above the grille.

FRENCH LEAVE

The 1st Salon Auto-Moto Du Pays de Caux – Retro 1985
organised by Amicale Traction Canchoise.



I WAS HOPING FOR at least five or six Tractions to join our trip to the 1st Salon Auto-Moto at Le Havre but unfortunately in the end only our Chairman, Roger Dyer and myself were able to go. We met as planned at Portsmouth and having boarded the ferry set about compiling the information that had been gathered regarding next year's 'Round Britain' rally, in order that we could distribute it when we arrived.

The ferry crossing was uneventful, the Channel being like a mill-pond. On entering Le Havre we could not help noticing a large green Hotel light flashing, so on disembarking we headed for it and Roger, in his fluent French, booked us in. It appears that the proprietor of the Hotel Fairherbs, Mr Auber, switches this light on at the approach of each ferry and does quite well as a result! The accommodation was clean and quite pleasant and we had no hesitation when we checked out on the Saturday morning to book in again for Sunday night.

The Salon Auto Moto was held in a hall not too far from the hotel and it didn't take long to find it, our two Tractions by now in company with an immaculate pre-war Peugeot roadster with an unusual fin or spine along its back! We were asked to park in front of the exhibition hall together with other classic cars. Inside the hall was a fine collection of cars, many of which were for sale. In the foreground was the Petit Rosalie (probably a replica?) looking very smart in blue with white lettering. This was the car that set up the 300,000 km record in 1934 on the Linas Montlhery track and was sponsored by the oil-company 'Yacco'. On an adjoining stand was a giant Renault record breaker of the 20/30's but, unfortunately, no information was given about this car!

There was a good range of veteran and vintage cars, some in very good order, as well as many later 'classics' including, best of all, a fine line-up of Tractions.

The auto-jumble, however, was a bit of a disappointment with Roger failing to find the parts he was looking for to fit his C4, and I similarly failed to find anything for my newly-acquired H Van. We spent some two hours or so at the exhibition and distributed a number of leaflets on TOC's 10th Anniversary Rally before leaving.

We had decided to visit an auto-jumble on the Sunday morning at Roze, some 150 kms east of Le Havre, so we spent the remainder of a very pleasant afternoon touring gently through the towns and countryside of Normandy. Roger, who knows the area quite well, led the way first to the beautiful town of Pont Audemer where we came across a very 'everyday' Familiale which was obviously still earning its keep!

We then went on the Elbeuf where a furniture dealer very kindly invited us through his store and workshop to view a Ford Vedette that he is restoring. This is a V8 sidevalve model similar to the Pilot but with a different body. His whole family were involved in 'old' cars and they showed us some very funny photographs of various events and rallies that they have attended. They were, in fact, so friendly and enthusiastic that we felt we had to invite them to join in our Rally next year!

Our next stop was at Louviers where the local Citroen dealer, although unable to help with the H Van spares, was nevertheless very helpful, and we left

clutching the latest Citroen information for dealers which is infinitely more detailed than the literature seen in the UK! Moving on from Louviers we soon crossed the Seine and on entering Les Andelys spotted a very imposing castle on the steep cliffside above. Some miles further on I noticed a sign pointing back in the direction from which we had just come, and I realised then that the castle we had just passed was none other than Richard the Lionheart's Chateau Gaillard, one of the greatest castles built anywhere!

We continued on our way, passed through some beautiful woodland and eventually arrived at Breteuil where we spent the night. The next morning we left early and arrived in Roze just as the auto-jumble opened. Although there was no official display of cars the event was still somewhat better than the Le Havre show and Roger was lucky enough to purchase a number of items for his C4.

Traction spares were very plentiful but, unfortunately, at no cheaper prices than those available from the club spares! I was, however, tempted with a pair of good rust-free rear doors for a Normale, and a set of really smart Pilote wheels, but alas, funds would not permit! After lunch we set off again on the return trip to Le Havre, stopping for a while in Conty, a small village where they were having their annual fair. We arrived back at the hotel in good time and early next morning caught the ferry back to Pompey.

We covered about 400 miles in total with neither car giving any hint of trouble, and all in all it was a very pleasant and relaxed weekend. Even though we didn't perhaps get all the particular spares that we wanted it was, nevertheless, well worth the effort if only for the friendliness, enthusiasm and interest shown in our Slough Tractions a thoroughly enjoyable mini-weekend à la francais!

Mike Wheals.



Outside the hall at Le Havre.

The RIGHT KNIT...



Photos : Mairaine Haas (Citroën 30 283)

PULL CADEAU

2 chevrons à l'endroit

Neither disco nor punk, neither baba-cool nor clean-jogging, here is the super sweater : the retro sweater! A Fair-isle type knitting job not calling for a great deal of know-how: the Citroën trade mark of the thirties. In grey, white and blue. Or other colours, as you fancy. Times are hard. Times are cold. It is proper that the (almost) naked should be clothed. Aunty Pia will tell you how. Follow her directions – a gift from Double Chevron to its readers. Get out your wools, grab your knitting needles!

Materials:

- Adult size
 Pingouin confortable double knitting
 10 balls of GREY / / / /
 4 balls of BLUE 0 0 0 0
 4 balls of WHITE v v v v

Procedure:

Front

Cast on 104 stitches. Work 2" K2 P2 rib. Continue in stocking stitch (one row plain, one row purl); increase one stitch at each end of the needle every 3 cm (1 1/5") until there are 134 stitches. Continue without further shaping until work measures 38 cm (15").

Then:

- 4 rows: WHITE • 1 row: 2 stitches BLUE, 1 stitch WHITE, to end of row
- 1 row: BLUE • 5 rows: GREY

Then continue: following the Fair-isle diagram given, finishing with: • 1 row: BLUE • 1 row: 1 stitch WHITE, 2 stitches BLUE to end of row • 5 rows: WHITE • 4 rows: GREY

Back

As for front, but finishing with:
 • 9 rows: GREY

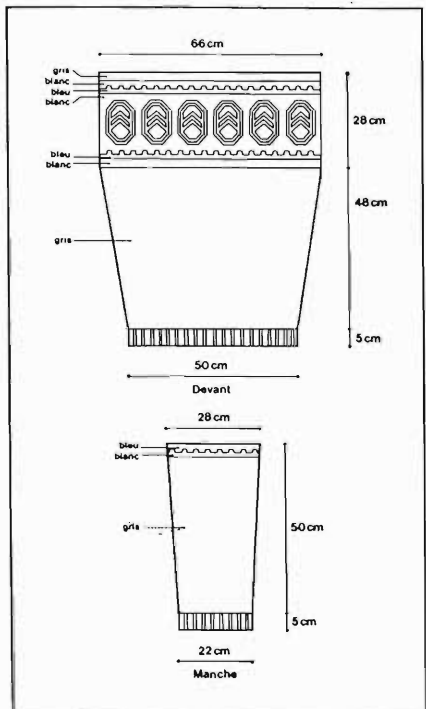
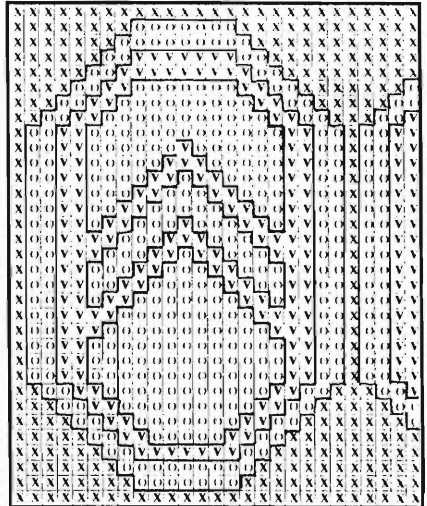
Sleeves

Cast on 25 stitches. Rib in K1 P1 for 2". Continue in stocking stitch, increasing one stitch at each end of needle every 4th row until there are 136 stitches. Continue without further shaping until work measures 18".

Then:

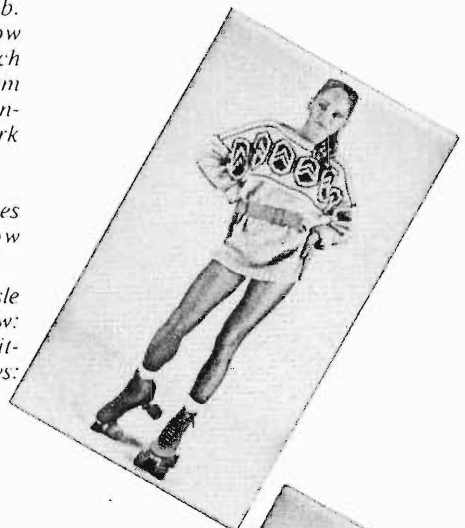
- 5 rows: WHITE • 1 row: 1 stitch WHITE, 3 stitches BLUE to end of row
- Finish with: • 1 row: BLUE

Join front and back at side seams. Fold sleeves and sew seam before joining on to the body. Press the garment, and slip it lovingly onto its delighted intended owner.

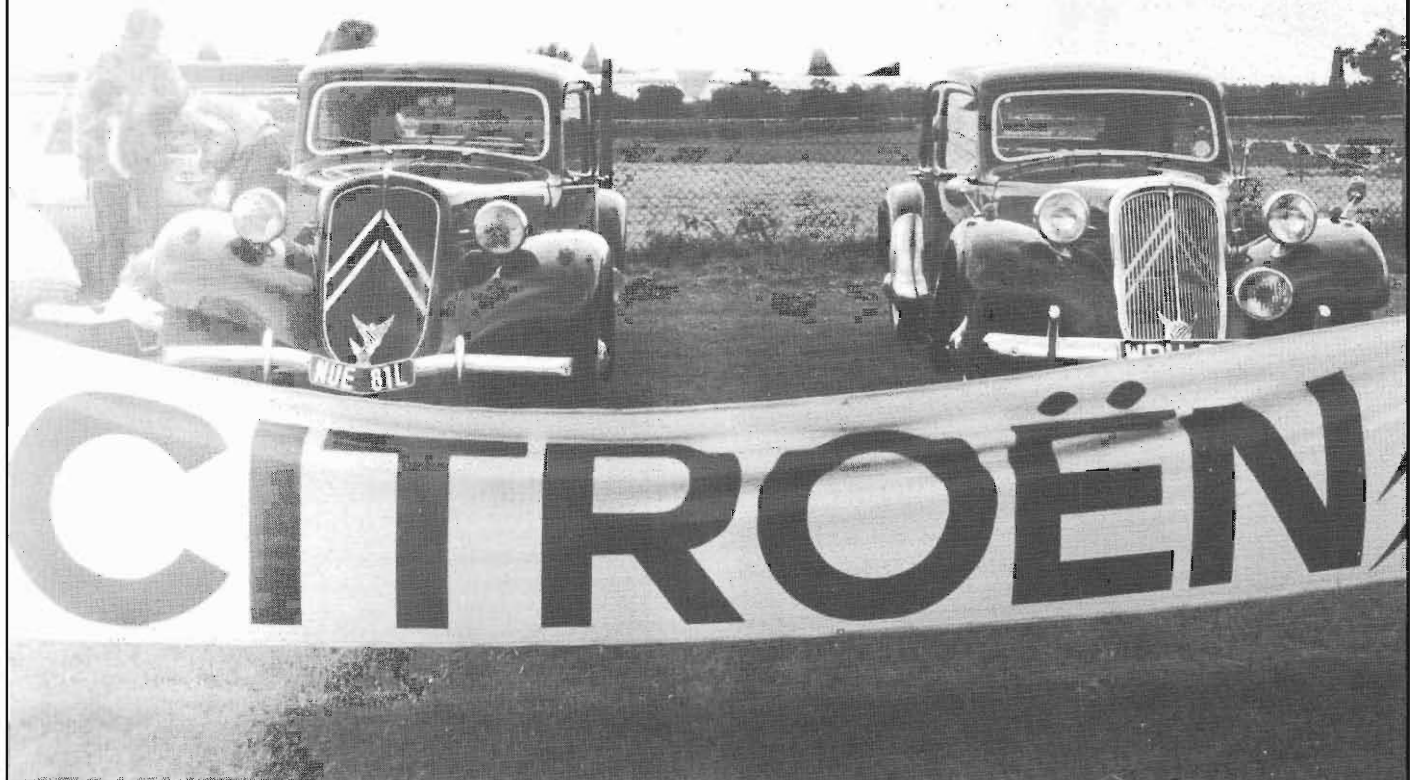


Stitches used:

- 1 plain, 1 purl rib / 2 plain 2 purl rib.
- Stocking stitch. Fair-isle stocking stitch.
- Needles: 3 1/2 - 4 (mm diameter)



STRATFORD'85



by *Steve Reed*



I HAD ARRANGED to travel to the Stratford rally together with FP editor Bob Wade in his '48 Lt15, and this in itself was an exciting prospect as the 70+ miles would be the furthest I had ever travelled in a Traction (I've never driven mine as yet!). We were to meet Mike Wheals with his 1939 Lt12 at Whitechurch and then carry on in convoy to the rally. We arrived at Mike's place at lunch time on the Saturday and just had time to stop and sample the local ale before continuing our journey. The trip on from Whitechurch proved to be much longer than anticipated, caused mainly by heavy traffic due to road works north of Newbury. Bob began to sweat a little as the temperature gauge started to climb towards the 100° mark; however, his Traction proved its reliability and gave no problems, unlike the scores of modern cars stranded on the wayside looking more like steam engines than cars! Once past this obstacle the rest of the journey to Shakespeare's birthplace was generally uneventful. The first job on arrival after booking in was to pitch the tents, and members who know the venue will appreciate how difficult this can be as there is a strong cross-wind which can cause a few frantic moments, hammering in the pegs as fast as you can before the blessed thing takes off! Once encamped, we all had the inevitable cup of tea and then did the rounds, to hear all the latest news and gossip! Mike disappeared inside an 'H' van to see just what he would have to do to convert the one he has recently bought, which had housed goats for the past few months! He seemed to be in the H van for ages but I'm sure it was the technicalities of the conversion that kept him and not the dishy dolly-birds who were showing him all! I'm sure Mike will report on his progress with the conversion at a later date, as it is planned to use

the H van to carry the club spares to future rallies. Prior to the barbeque scheduled for that evening, the three of us decided, driven by hunger, thirst and Bob in his Traction, to venture out into Shakespeare country and sample the local food and ales. Upon returning we were amazed to see just how well the barbeque was going, or should I say 'gone', as there were no more than half a dozen 'burgers' left! We then joined everyone else in the bar for . . . yet another pint! I'm afraid the disco was a little too loud for my liking and conversation was somewhat difficult, so I eventually decided to call it a day (or more



correctly, a night!) and find my sleeping bag. I drifted off with the incessant beat still throbbing in my ears, but I slept reasonably well apart from the inevitable result of sampling all those local ales!

Up with the lark, bright and early, I was surprised to find Mike already up and going round the site with his video camera, (very keen this man!) capturing on film the 'dead' bodies emerging from their pits and generally taking in the early morning atmosphere. After a wash and breakfast we continued on our rounds, meeting members we previously only knew by name and talking about, what else, Traction! Boring, maybe, to some (*What?—'boring' Never! Ed.*) but of great interest to me as I am still a novice to these great vehicles and need all the help and advice I can get!

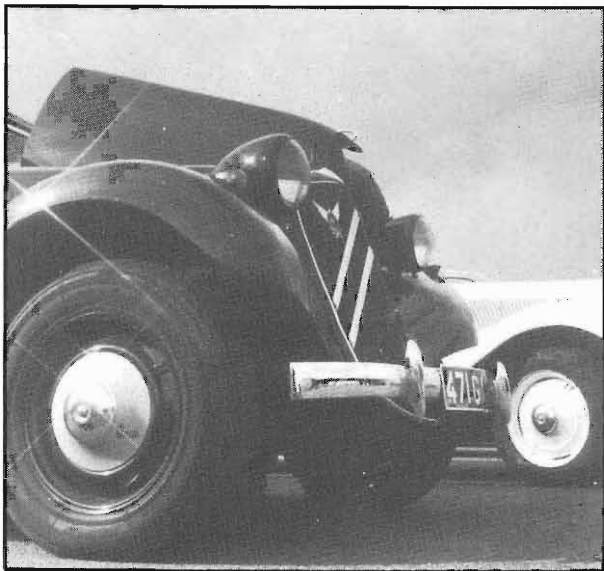
The day ambled along with everybody enjoying doing their own thing. After helping to 'see off' three local students on a sponsored run in aid of leukaemia research we returned to the site and set up the club shop. We rotated duties at the shop with duties at the bar, and spent a very enjoyable afternoon flogging our wares and talking to many more members.

The final event of the day was the prize giving, and I'm happy to report that Durham member Peter Stenner came up trumps with unique double-win in the concours d'elegance. Peter swept the board in the Traction class with his superb 1955 IIB Normale. This totally original car was restored entirely by Peter except for the (RAF blue) paintwork, and a fine job he had made of it too. After all his hard work he was entitled to relax and enjoy himself whilst his 'riding mechanic' busily applied polish to the underside of the car in preparation for the judging!

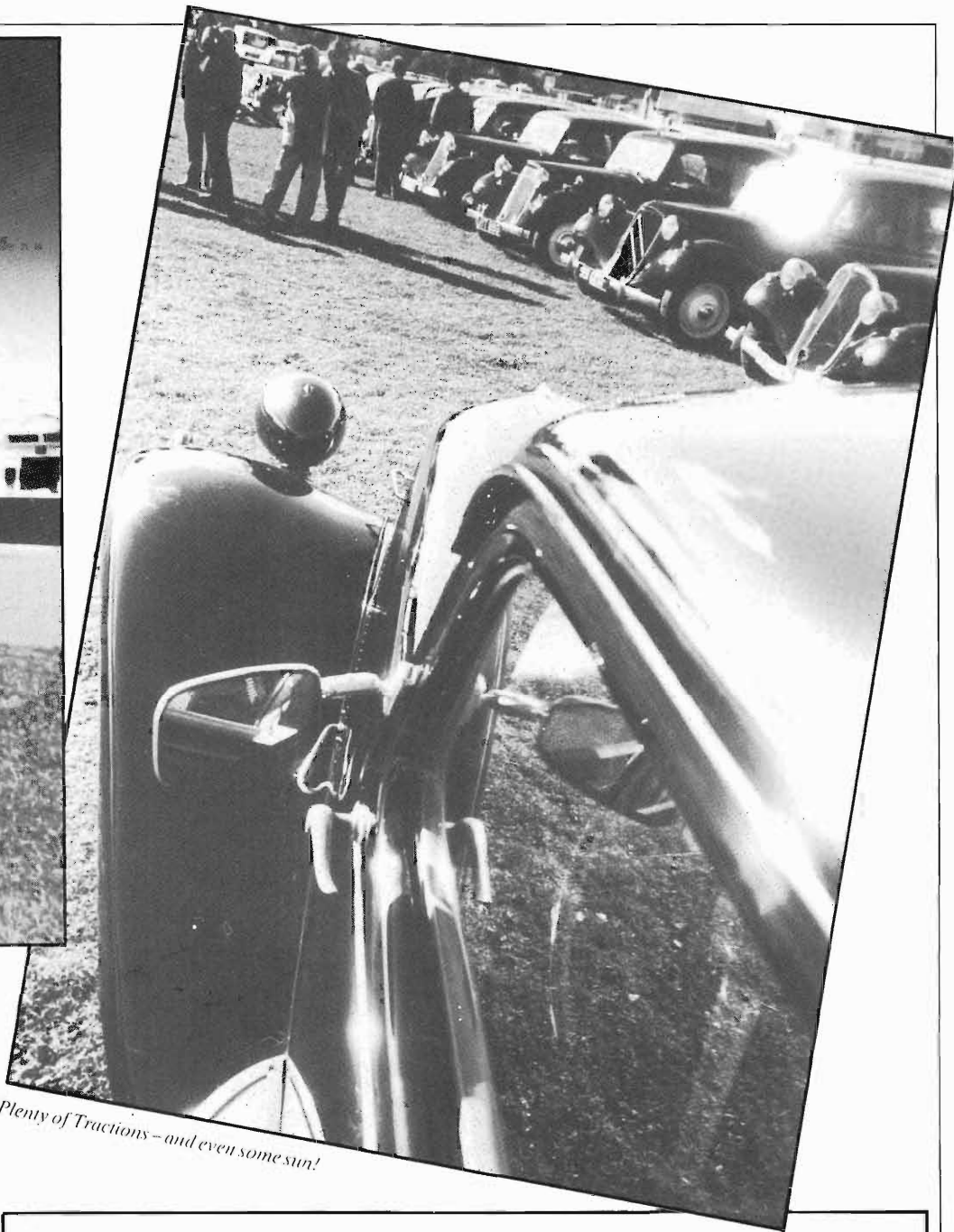
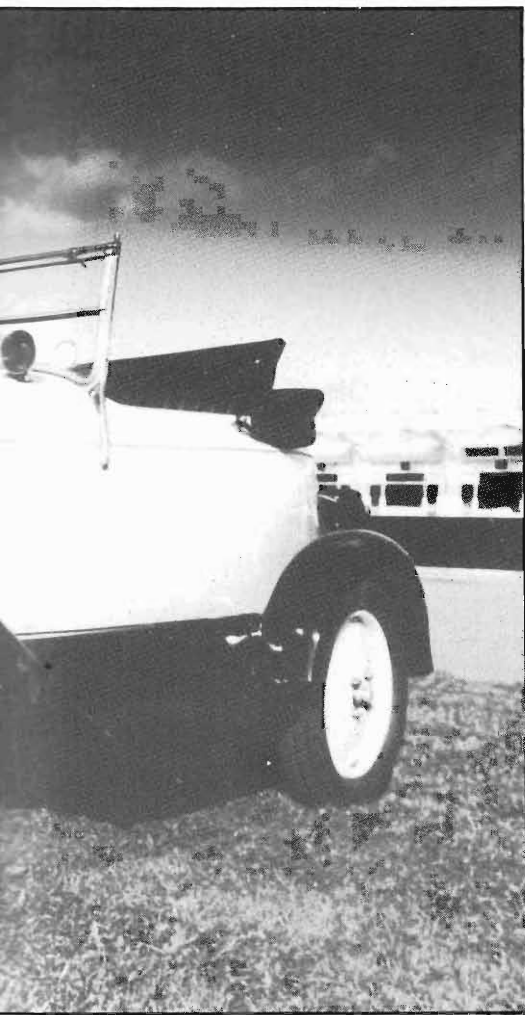
Sixty-three years' worth of Citroëns were on display at Stratford - from Cloverleaf to BX



Above: Peter Steiner's award-winning Cloverleaf.
Below: Tractions weren't the only immaculate vehicles at Stratford.



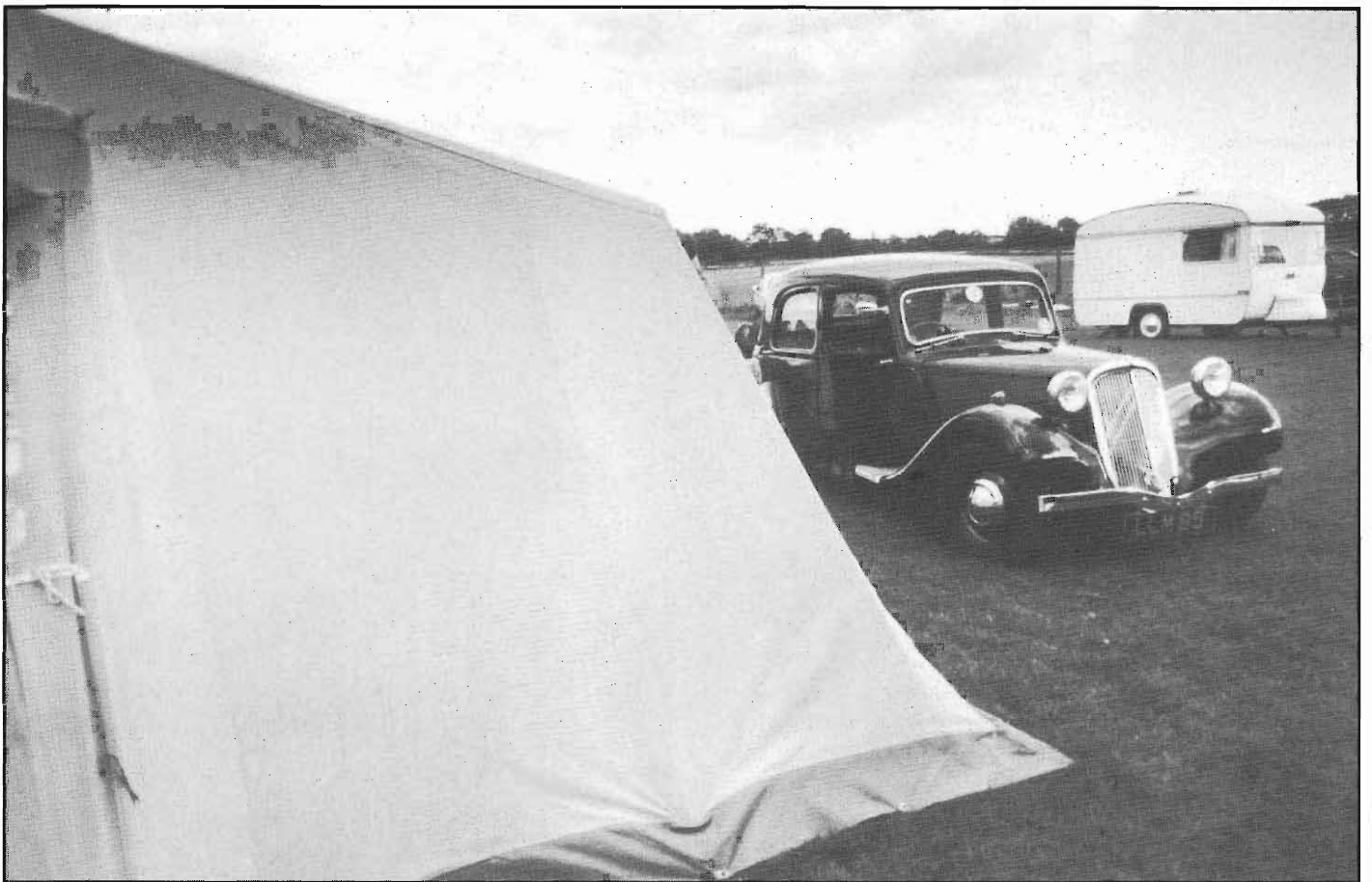
Légère at the racecourse.



Plenty of Tractions – and even some sun!



Concours entrants attracted close inspection



Tents stayed up in spite of an at times boisterous wind.

Peter was equally successful in the Traction Arriere class with his delightful and unique 1922 'Cloverleaf'. This car was particularly interesting as it was fitted with a special aluminium body originally supplied by Cross & Ellis of Coventry onto an imported rolling chassis!

The day seemed to end far too soon, they always do when you are enjoying yourself, and we all reluctantly said our goodbyes. The journey back, however, turned out for me to be one of the highlights of the whole weekend. Bob, eager I think to get home or perhaps to show this novice just what a Traction was capable of, urged his old girl along at speeds that, well, shall we say would not put a modern car to shame! In fact, some of his charges were so profound that one car we were following must have with alarm, noticed those chevrons enveloping the rear view mirror, and deciding not to risk being flattened, drove off the road and with a startled gaze watched as the demon hustled by! All of the contemporary road test reports on the Traction tell of its amazing road holding characteristics and Bob was about to give me a demon stration! En route is a long down-hill gradient with some very sharp bends and most motorists approach them with extreme caution. We, however, just did not slow down and in fact the Traction took those bends as if they did not exist, and in full control without any hint of sliding, the only objection coming from the tyres which emitted a strange warning odour! (*I didn't smell anything? Ed.*) All of this, no doubt, will come of no surprise to those members who currently drive their Tractions; but to one who has not yet sampled the delights, it came as a real enlightenment! The Traction road-holding qualities must be at least equal, if not better, than most modern saloon cars!

Eventually I waved cheerio to Bob and his transport of delight, and returned to the brood to relate this story to them. A nice weekend, and a memorable one!

ADVERTISEMENT

FOR SALE: Light 15, 1949 Slough built with

sunroof. Colour Black with Tan leather interior. A complete and original car, stored many years. Drives, but requires restoration to wings and sills. Underside sound. £1500. Tel: Loughborough 842560.

CLUB NEWS

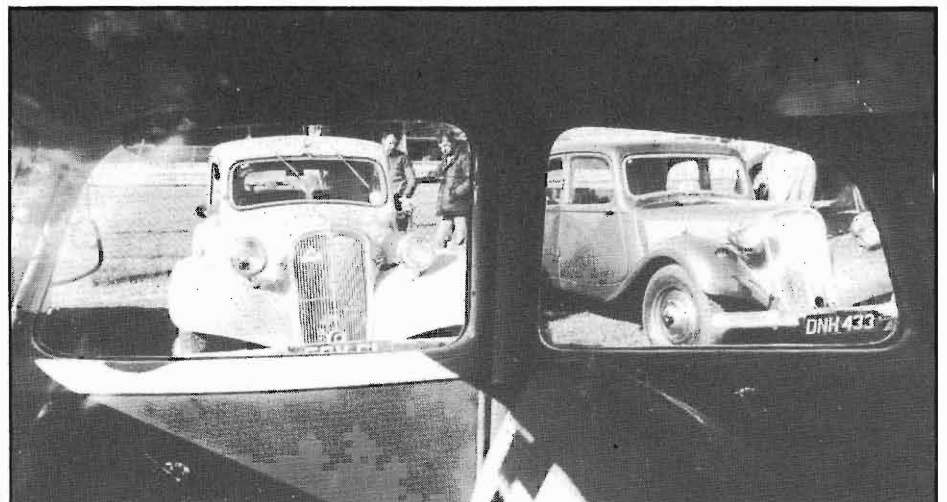
It always pays to follow-up tips, stories or even rumours concerning 'long lost' Tractions, as Durham member Peter Stenner recently found out. Following a chance conversation at a French auto-jumble, Peter learned of quite a special Traction languishing in Jersey. Upon his return he followed-up the story with a quick phone call, and having established that the car was for sale, was soon winging his way to the Channel Islands where a deal was concluded and Peter became the proud owner of a 1953 Slough built, LEFT-HAND DRIVE, Light 15! The car was, it transpired, the actual car used on the Citroen

stand at the 1952 London Motor Show, a sort of de-luxe 'export' model with L.H. drive aimed apparently at the continental market (talk about taking coals to Newcastle!).

The original owner had purchased it direct from the Show and it had spent all of its life in Jersey, changing ownership only one more during this time. With only 33,100 genuine miles on the clock, the car is totally original and immaculate in all respects including the black coachwork and brown leather interior, and as you would expect, drives like new 'nice and smooth' says Peter!

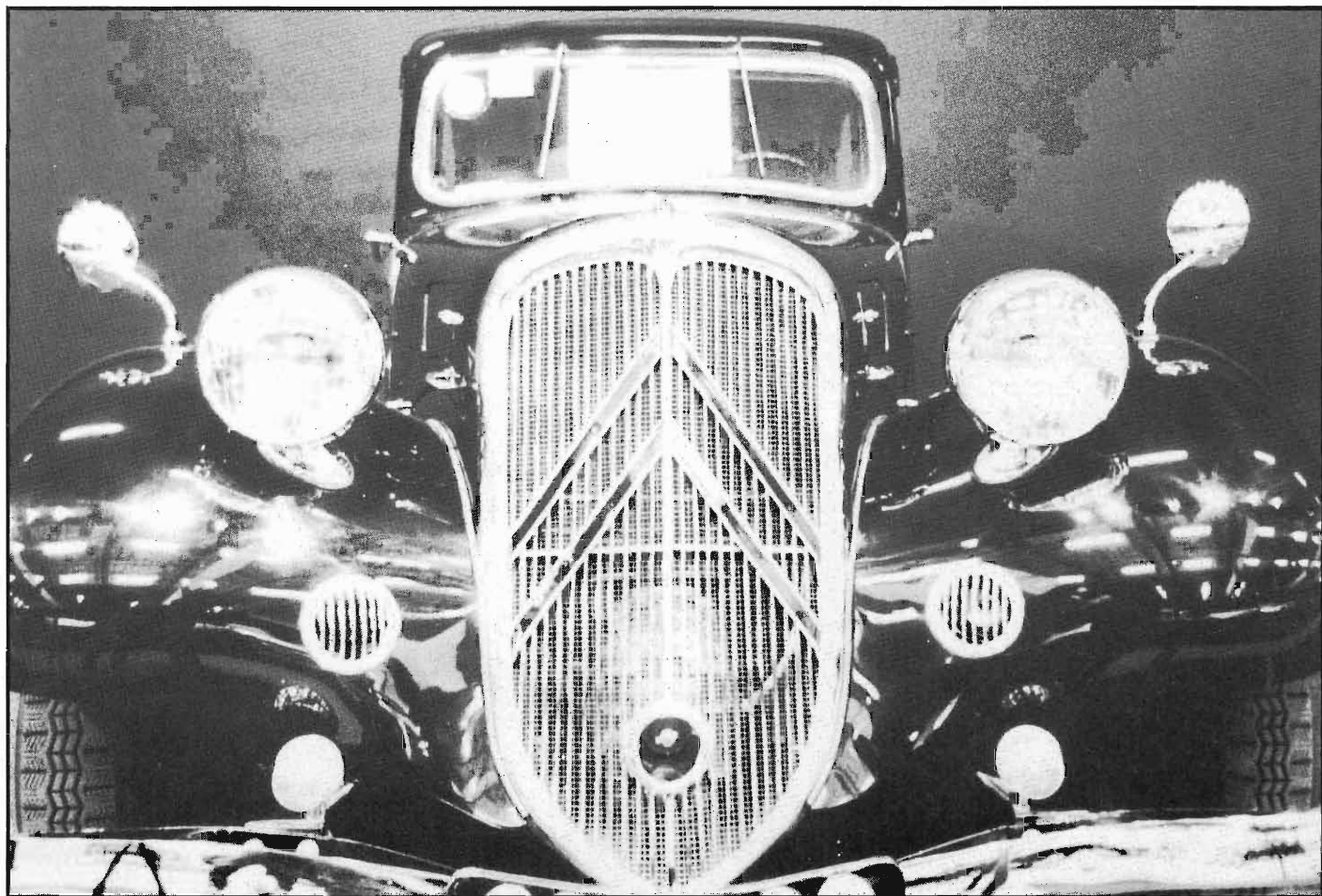
This is one Traction, being unusual and with a particularly interesting history, that we will all look forward to viewing at future events, and Peter's experience is a first-hand example of the rewards that can result from following-up 'information' regarding our favourite marque!

B.W.



Through the windows of a Normale.

EXHIBITIONIST



Under the lights – Phil Allison's 7C at Earls Court

AS YOU'LL HAVE noticed from the last issue of *Floating Power*, Motorfair at London's Earls Court was this year honoured by the inclusion of Phil Allison's concours-winning 7C. The Saturday before the show was opened to the public, I went along to give Phil a hand in setting up his car, being entrusted to clean up all the chrome-work and at the same time being able to get a spy's-eye preview of just what was going on.

As with most exhibitions, it really seemed as though nothing would be ready on time. With only four days to go before the opening, there were many stands which just weren't built, and a good proportion of what cars were there, were cloaked secretively under dust sheets – giving the hall the appearance of a county morgue rather than an exhibition.

Phil's Traction was part of a '100 Years of Motoring' exhibit – and in fact we were one of the early arrivals there on Saturday. No sooner had we finished valeting his car and rolling it into position on the as-yet-unfinished display area, than a swarm of ebullient electricians arrived with lighting impedimenta to fix up overhead – happily, fears of heavy metal spotlights crashing down on some of the exhibits beneath were unfounded. While we were there, the Rolls-Royce Silver Ghost arrived (yes, *that* one!) on a flat-bed trailer and was disappointingly manhandled into position – has it actually got an engine? We left around midday, leaving Phil's Traction shrouded

The old and the new at London's Motorfair

modestly against the Earls Court dust, and looking slightly forlorn in a large empty space.

I returned to Motorfair on the official opening day the following Thursday, by when the Traction was looking rather more at home amongst the full display celebrating one hundred years of motoring history. Phil's car was flanked on one side by a very delectable open Riley sports and on the other side by that most patrician of American car, a V12 Packard (almost the size of an ocean liner and just as impressive). Other notable exhibits included a well-used but still gawkily-elegant Lancia Lambda, a lovely Alfa Romeo 1750 resplendent in Italian red, a Bentley 4½ litre (motoring cliché of the century?), and a very handsome gullwing Mercedes – amazingly low-slung in the flesh.

After these and similar attractions on the centenary stand, a look round the hall at today's offerings was, to me, something of an anti-climax. Citroen's CX Turbo

certainly seemed a desirable and impressive car (slightly restyled round the nose and buttocks), and there were quite a few stands offering imitation classic cars which somehow looked like juvenile actors trying to play the part of King Lear. The middle range of modern cars all seemed to be developing the same sort of look – possibly because they're all designed on the same sort of computer; many of the European models seemed to be trying to imitate Japanese cars (the Audi Quattro looks *just* like a Datsun), whilst the Japanese seemed to be imitating the European ones. Styling exercises looked as if they were mainly inspired by the local patisserie – the MG show car reminded me of nothing so much as the kind of elongated iced bun that my grandmother used to treat me to in the teahouses of Bath when I was a seven-year-old, and Ford had a competitive sport of truncated blue éclair on their stand. Most mouth-watering of the modern exhibits, for my money (if I had the right amount), was on the Lamborghini stand where there was a beautiful example of the wonderfully-idiosyncratic Countach, seemingly lower than the ground itself, in a stunning shade of iridescent chestnut with pale cream leather interior – it may sound awful, but it looked totally desirable. And so it should at somewhere around £55,000. In the end, I walked away calculating how many Traction's that would buy – and where I would put them all!

Sam Wells

SOLEX Model 32 PBIC

Bi-Starter

DESCRIPTION

for CITROEN "Light 15" etc.

DUST-PROOFING.

Dust proofing is obtained by special construction of the carburettor so that the air required for ventilating the float chamber, for the slow running mixture, the emulsification of the main spraying mixture as well as the air for the starting device, is all passed through the air filter normally fitted to the carburettor.

This arrangement has a double advantage. As well as eliminating dirt, it ensures **constant mixture strength**, so that even if the air cleaner is neglected and allowed to clog, petrol consumption is not affected, though it must be borne in mind that the restriction imposed by a clogged air cleaner will reduce the volume of air, and consequently mixture, which the engine can inspire, and so lead to power loss. When this happens, with the consequent necessity to use intermediate gears too frequently, then, of course, miles per gallon will fall.

BI-STARTER.

The Solex "bi-starter" is a small auxiliary carburettor integral with the main carburettor to ensure easy and certain starting from cold, and to assist "get-away" until the engine is warm enough to function satisfactorily without its aid.

It has two adjustable units to provide a correct balance of air and petrol for the above purposes.

The air jet Ga meters the air supply. The petrol jet Gs regulates the petrol.

It is to be emphasized that the bi-starter should be operated in its two positions during the process of starting from cold and driving away, as follows:—

(a) To start the engine when cold, pull out **fully** the dashboard control to which the bi-starter lever is connected. In this position it gives a very rich mixture which is essential for cold starting.

(b) Almost immediately after starting, the engine begins to warm up and the dashboard control should be pushed into the "bi-starter" position, i.e., approximately half-way, when a marked resistance will be felt indicating when the correct position is reached.

At this stage the mixture strength is considerably reduced, for the volume of the air inspired by the engine increases proportionately to the rise in engine speed as it continues to warm up, whilst the petrol supply is restricted. Without any risk of overdosing, the strength of the mixture is sufficient to ensure immediate get-away without stalling as the foot pedal is depressed.

(c) As soon as the engine is warm enough (usually after driving a few hundred yards) to dispense with the aid of the bi-starter, the dashboard control must be pushed fully home, thus putting the starting device completely out of action.

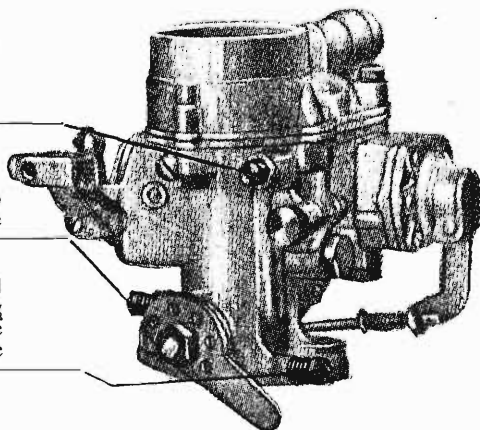
SLOW RUNNING (Idling).

When idling the mixture strength is provided by the idling or pilot jet (g), the air bleed (u), the volume control screw (W), the last decreasing the mixture strength when turned in a clockwise direction and vice versa.

SLOW RUNNING.

Setting Items :

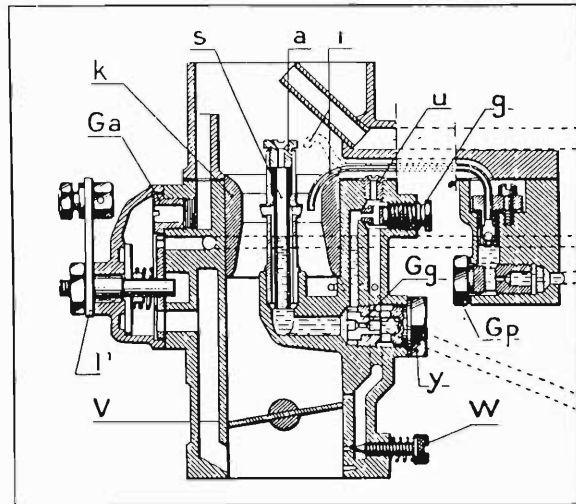
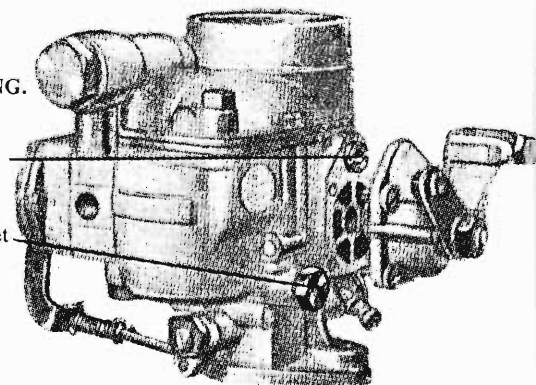
- g Pilot jet
- Z Slow running stop screw (controls the idling speed)
- W Volume control screw (by screwing in the mixture strength is made weaker)



COLD STARTING.

Setting Items :

- Ga Petrol air jet
- Gs Petrol starter jet



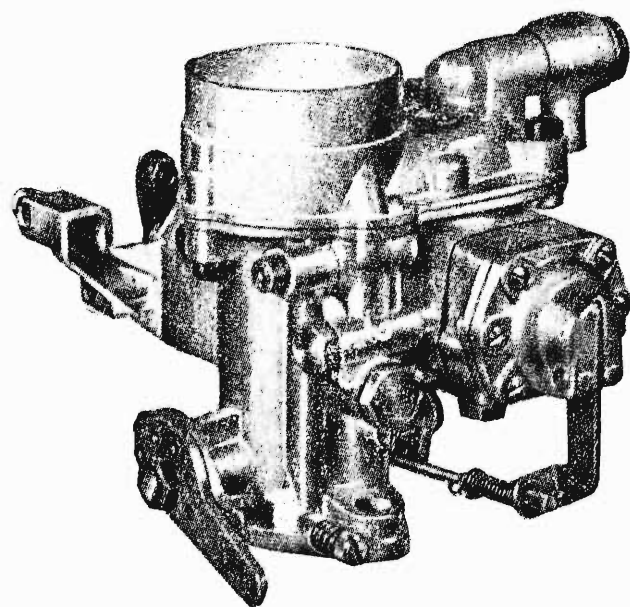
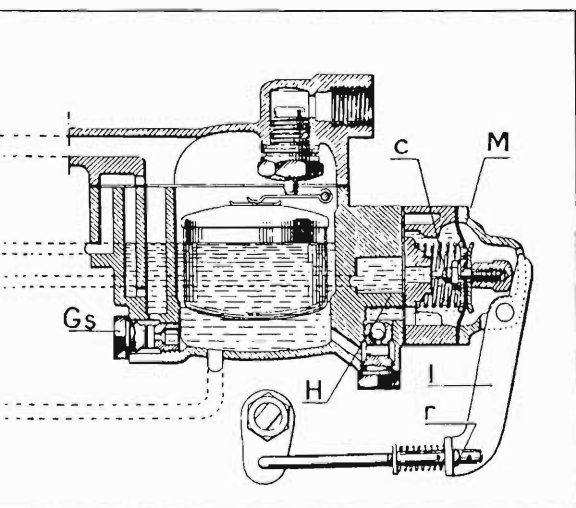
KEY TO DIAGRAM

Main Carburettor Assembly

- | | | | |
|----|----------------------|----|--------------------|
| a | Air correction jet | Gs | Starter petrol jet |
| Ga | Starter air jet | g | Slow running jet |
| Gg | Main jet | H | Pump housing |
| Gp | Pump jet | i | Pump injector |
| l | Pump lever | K | Choke tube |
| l' | Bi-starter lever | | |
| M | Pump membranes | | |
| r | Pump lever split pin | | |
| s | Emulsion tube | | |
| u | Idling air bleed | | |
| W | Volume control screw | | |
| Y | Main jet carrier | | |
| V | Throttle butterfly | | |

NORMAL RUNNING.

For normal running, driving at cruising speeds, the fuel is provided by the main jet (Gg), and the main air supply for disintegration of petrol by the choke tube (K). The correct balance of mixture i.e., air petrol ratio, is further automatically maintained by the additional air supply in the form of a calibrated jet called the air correction jet (a).



Adjusting the Idling.

This adjustment is of considerable importance and depends on the mechanical perfection of both engine and carburettor. Compressions must be equal, ignition in good order, and the induction system free from air leaks. The throttle "pull-off" spring must pull the throttle back to its stop, i.e., closed position, and all nuts, screws, etc., used in the assembly of the carburettor must be tight. Note particularly that the volume control screw (W) has not been broken or distorted by over-tightening. If it has, a new screw must be obtained.

Normal adjustment is carried out as follows :—

1. Wait until the engine is hot.
2. Set the throttle adjustment screw (Z) until the idling speed is on the high side.
3. Slacken the volume control screw (W) until the engine begins to hunt.
4. Screw it in gradually until the hunting disappears.
5. If the engine speed is too high, reset the screw (Z) to slow it down to idling speed of about 500 r.p.m.
6. This may cause a resumption of slight hunting. If so, turn the volume control screw (W) gently in a clockwise direction until idling is perfect.

Detecting and remedying defects.

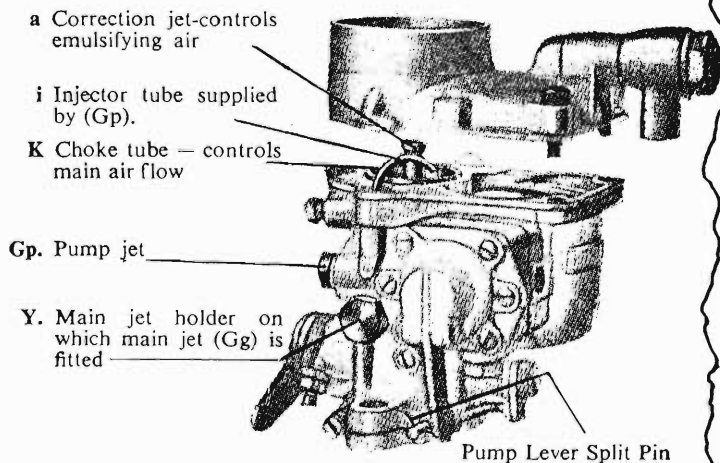
The carburettor must be kept in good condition. To clean it, remove the jets and blow through them and the carburettor channels with compressed air. Make sure that all assembly screws, etc., are tight. See that there is no side play in the throttle spindle.

If acceleration is bad, make sure that the jet (Gp) is not choked. (Such a condition, however, will usually affect the general performance.) Never interfere with the membranes in the accelerating device; if they need renewal, replace the complete assembly (fixed by the four corner screws) to the carburettor.

Do not forget to check and, if necessary, adjust the ignition. Plugs and valve timing play a considerable part in the performance of an engine.

NORMAL RUNNING.

Setting Items :



DISMOUNTING THE CARBURETTOR.

Should it be necessary for any specific purpose to alter the carburettor setting, it is not usually necessary to remove the carburettor.

All the jets are fitted externally and are usually easily accessible. Note that the main jet (Gg) is screwed into the submerged end of its carrier or holder (Y).

The emulsion tube (S) is held in position by the correction jet (a) and access is obtained by removal of the air cleaner.

The needle-valve and float can be removed by unscrewing the slot headed screws which secure the float chamber cover and lifting off the latter.

ACCELERATING DEVICE.

The function of this is as follows :—

When the throttle is closed the expansion spring in the pump chamber forces the membrane (M) into a defined position allowing the chamber on the left to fill with petrol. The membrane (M) is connected to the accelerator via an adjustable linkage fixed to the throttle spindle. Thus, the instant the throttle is opened the spindle turns and the link operating with it forces the membrane to the left, ejecting the petrol in the pump chamber through the pump jet (Gp) and via the injector (i)*projecting into the choke tube area.

*Two types of injector may be used—a "high" injector shown by the dotted lines (as used in the case of the Citroen Light 15 for example) or a "low" injector shown by the solid lines. The choice is determined by engine requirements and once established must not be changed.

The volume of the injection is regulated by the adjustment of the linkage and the size of the jet (Gp) controls the speed of the injection.

NOTE that although this pump is mechanically operated, there is complete absence of friction, thus precluding all possibility of parts getting out of adjustment or jamming.

10th Anniversary Tour Rally



Plans for next year's 'In Search of England, Rally' have received a good response from members — and some changes in the light of local advice. Chief of these is that the Rally will now proceed in an anti-clockwise direction, going up the East Coast first. Particular thanks go to the following for their enthusiastic help: Peter Stenner, for offering to organise the Northern Rally; Nigel Webb in respect of the Southwest Rally; Simon Saint for help in the Midlands; Mick Boulton; Peter Cotterell for his information on East Anglia; Jim Rodgers for help in the York region; Alec Bilney for taking on the task of chairman and Colin Gosling for his assistance on the sub-committee.

1. The Rally will be touring the country for 4 weeks in August 1986 in order that all members and their families can take part.
2. Participants may join in for one day, weekend, week or even the whole 4 weeks.

Alternatively, why not a day here, a weekend there etc.

3. All participants will receive a (Monte Carlo style) Rally plaque suitable for mounting on the Traction, a special TOC Rally clipboard containing general information, and a tour map. Detailed information, maps, route cards and places of interest for the area you have chosen to take part in will also be given.

4. **Provisional** charges are as follows: £10 per vehicle entered to cover Rally plaque, clipboard, maps and overall planning costs. Plus, finance permitting, a special 10th Anniversary Book of the Rally showing all participants and their Tractions, news, views and all the action of the whole Rally.

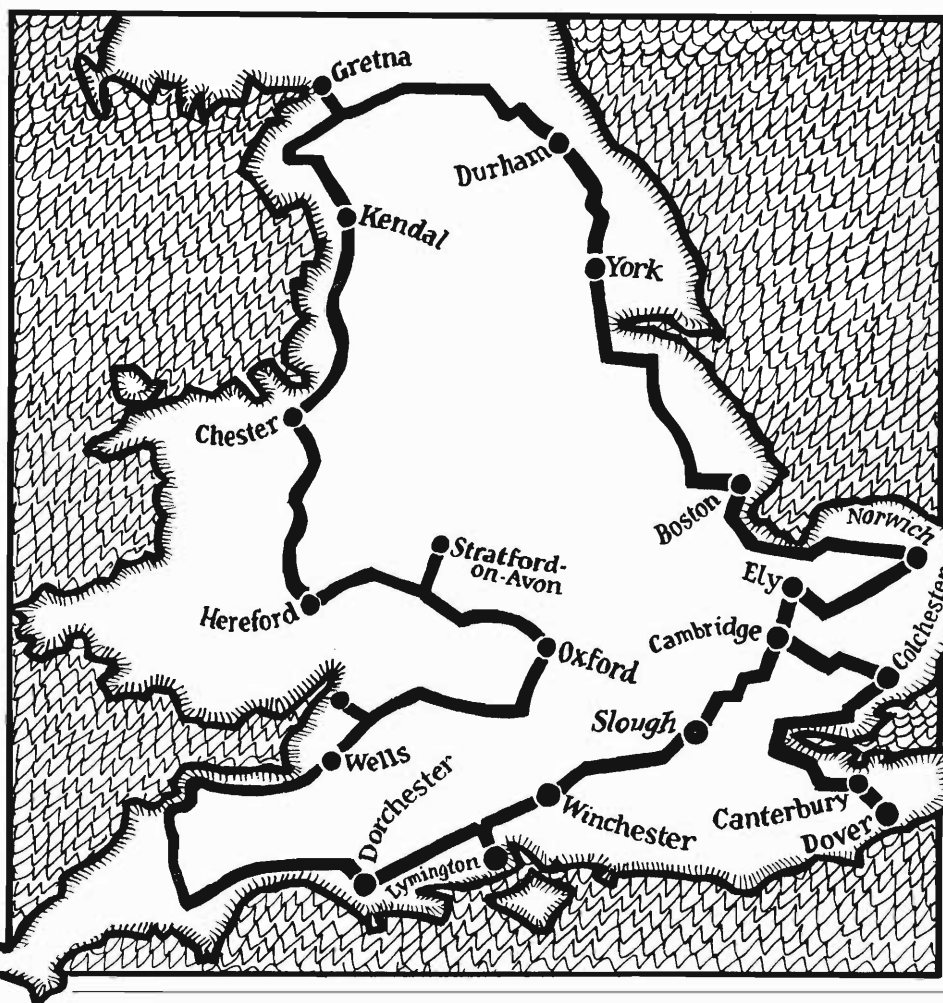
£5 per vehicle entered per day to cover detailed local planning, route maps, local information and camp-site charges. For non-campers, a nominal charge will be made.

5. There will be five 'Rallies' during the tour in the following areas: Central Southern, South West, West Midlands, North and South East, plus 15 other campsites situated from Land's End in the South West to Wallsend in the North East.

6. You will have the opportunity to feel part of the Club, and not, perhaps, lost and forgotten — a lone Tractionist in a sea of lesser cars!

7. You will have the opportunity to help in the planning, running and organisation of the tour through your area — contributing your local knowledge and making the Rally that much more successful. You will have the satisfaction of knowing that you have contributed to that success — and imagine a hundred or so Tractions arriving in your home town!

8. You will have the opportunity to meet fellow Tractionists from all over the country and indeed, possibly from all over the world.



Do make a special point to participate next year — even plan the tour as your annual holiday if you can! If you can be of help, either before or during the tour (or both), please contact Mike Wheals *now*. The more members that come forward to help the less there is for each to do and, it follows, the more pleasure everybody will get out of it! The immediate tasks to be done include finding and selecting suitable campsites for large numbers of Tractions. The sites should have good toilet and washing facilities and preferably a shop on or near the site. Good pubs with good sized car parks and places of interest to visit, to suit varied tastes, ages and weather. Prices of camp sites, entry charges to places of interest, car park charges etc., and route suggestions — preferably traffic free and scenic with local interest information. **THIS WORK MUST BE FINALISED BEFORE THE NEW YEAR.**

During next year help will also be needed to book camp and rally sites, to inform Pubs and Hotels etc. of our plans, to inform and obtain approval from County Police Forces and to agree the proposed route with them, and finally to inform the local press etc.

During the Rally helpers will be needed as tour route guides and 'tail-end Charlies' (to round up stragglers!) and to man the camp-sites etc.

VOLUNTEERS NOW PLEASE — YOUR CLUB NEEDS YOU.

Looking forward to hearing from you.

Mike Wheals.

CLUB NEWS

TRACKING IT DOWN

Andre Ciantar writes from Cambridgeshire concerning the difficulty he is having locating one the TRAKRITE gauges as featured in the tracking article in May issue of FP. He has, apparently, been told that SPQR Engineering who make the gauge have stopped trading or that the gauge is no longer available. I recently contracted SPQR who confirmed they are still very much in existence!, and can still supply the gauge, but only direct from them and not through any trade outlets. The Trakrite gauge is sold in two forms, the gauge on its own at £43.80, or as a kit which consists of the gauge, a balance plate to level the other side of the car and a straight-edge to align the gauge and balance plate with the front wheels. The complete kit costs £52.54, both prices inclusive of VAT, and can be ordered direct from SPQR Engineering Ltd, Castle Road, Rowlands Castle, Hants. (Phone: 0705 412424).

The original FP article stated that the club may purchase a gauge for members to hire when required. At a recent committee meeting, however, it was decided *not* to

proceed with the purchase as, up to now, virtually no use has ever been made of the club tool hire scheme! If any member, however, is keen to try the Trakrite and does not wish to go to the comparative expense of buying one, then mine is available if you care to visit, but sorry, cannot consider sending it by post etc.

Ed.



Reunion Time

Leeds member Geoff Carter is trying to find a long lost friend and seeks the help of fellow members in his quest. The Tractionist that Geoff once owned is a 1952 Slough Big 15, reg. no: NLH 815 with metallic green paintwork, and Geoff reluctantly sold the car at the 1978 Easter Classic Car Auction to make way for a growing family.

Geoff has, of course, rued that day ever since and would dearly like to locate the car again for a possible 'reunion'! If any member knows of the present whereabouts of NLH815 you would make a frustrated old Yorkshire Tractionist very happy by ringing him on 0532 (Leeds) - 584920 or by dropping a line to: 12 Westbrook Close, Horsforth, Leeds, Yorks. LS18 5RQ.

MUTUAL AID SCHEME

Mutual Aid members so far are listed below. Bold numbers before names refer to position on map.

(1) C E Gartland, 13 King George Road, Minehead, Somerset. Tel. 0643 4292.

(2) Ian Ness, 106 Manor House Road, Newcastle upon Tyne, Tel. home 0632 812559 daytime 0632 329279.

(3) Dennis Ryland, Woodholme, Frithwood, Brownshill, Stroud, Glos. Tel. 0453 883935

(4) Steve Hedinger, 50 Redford Road, Windsor, Berks. Tel. 07535 52963.

(5) Mike Wheals
The Roundhouse, London Road, Whitchurch, Hants.
Tel. 025682 3136.

(6) Louie Burke
2 Coote Cottages, Damerham, Fordingbridge, Rockborne.
Tel. 072-53 361.

(7) Phil Allison
9 Kingfisher Drive, Yateley, Camberley, Surrey.
Tel. 0252 878362.

(8) Tom Evans
West Cottage, Rectory Lane, Mulbarton, Norwich.
Tel. 0508 78140

(9) Alan Jones
44 Waterford Lane, Lymington, Hants.
Tel. 0590 76365.

(10) Simon Saint
Snigs End, Danes Green, Claines, Worcester
Tel. 0905 54961.

(11) Derek Fisher
59 Prior Park Road, Bath.
Tel. 0225 29533.

(12) Lee Thomas
132 The Fairway, North Wembley, Middlesex.
Tel. 01-904 0436.

(13) Roger Dyer
Hill Top, Tuckey Grove, Send Marsh, Woking, Surrey.
Tel. 0483 223890.

(14) Bob Wade
29 Goodwood Close, Midhurst, Sussex.
Tel. 073 081 3714.

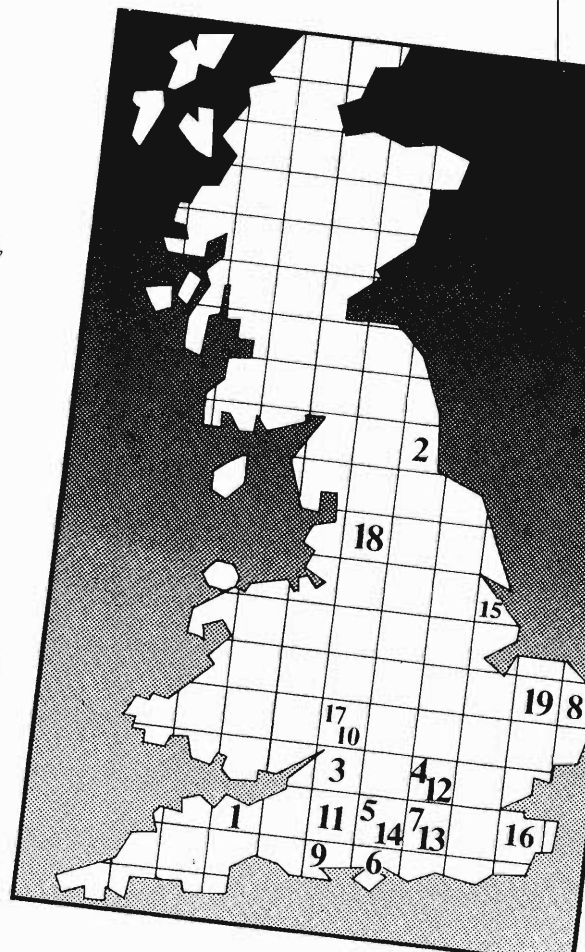
(15) Roger Williams
37 Wood Lane, Beverley, North Humberside HU17 8BS.
Tel. 0482 881220.

(16) Graham & Tricia Brice,
Four Chimneys, 38 Boughton Lane, Loose, Maidstone, Kent ME15 9QW.
Tel. 0622 43368.

(17) Mike Stacey
Gorsehill, Abbey Farm, Colin Lane, Broadway, Worcs.

(18) Jim Rogers
11 Wilmer Drive, Heaton, Bradford, West Yorkshire.
Tel. 0274 45600.

(19) Andre Ciantar
43 Mill Street, Isleham, Cambs.
Tel. 063 878610.



Events

December 22nd

The date is now fixed for the traditional Christmas Lunch at the White Hart, Whitchurch, Hants, organised by Mike Wheals. The Lunch (starting at 12 a.m.) costs £8.95 per head, payable in advance. Contact Mike on 025682 3136 for further details – space is limited and more than twenty-five people have already booked for this family event.

White Hart Hotel

Christmas dinner

Royal Game Soup or Prandy Cocktail

Sorbet

Roast Turkey
with orange stuffing,
chipolata sausage,
fresh vegetables,
cranberry sauce

Christmas Pudding or Mince Pie

£8.95 including Glass of Wine



January 4th

The London section will have its New Year dinner on the above date at Le Routier restaurant in Camden Lock, NW1 at 8 p.m. For full details and reservations, contact John Gillard on 01-928 6613 daytime only.

May 5th – 9th 1986

Dennis Ryland has received further details from Will de Hek in Holland of the *Elf Provincien Rit*. This rally will take place on the above dates and will consist of a convoy drive through the eleven counties of Holland. The route follows secondary roads with the accent on the 'touristic aspect' and visits to Citroën dealers, with campsites arranged for overnight stops.

The rally ends on Friday, and Will says that it will be possible to do the 'Tulip Route' on the Saturday and join the annual springtime meeting of the TAN on the Sunday.

There will be no spares van on this trip, so it is up to individuals to prepare their cars accordingly and carry their own tools etc. The total route covers about 1000 km from the start near Utrecht to the finish at Haarlem.

There will be a truly international gathering – and Dennis knows of at least four cars from the UK that will be participating.

If anyone would like further details please ring Dennis Ryland on 0453 883935, or write direct to Will de Hek/Pieter Wilders, Frankrijklaan 3, 2034 BB Haarlem, Holland.

May 17th – 19th

Second International Traction Avant Meeting at Winterthur, Switzerland, organised by the Citroën Traction Avant Club, Zurich. Further information will be published when available.

Review

Les Traction Avant by Daniel Puiboube.
Published by Editions Atlas, 33 Avenue du Maine, 75015 Paris. 56pp, 280mm x 220mm. In French only.

This is a hard-cover, large format semi-picture book, similar in concept to Fabien Sabate's 'Les fabuleuses Tractions' reviewed earlier this year. The first thirty-nine pages are devoted to a fairly selective and – if one were going to be unkind – a somewhat superficial history of the marque. There's nothing much here that we don't already know, and many of the all black-and-white photographs have inevitably appeared in other publications – however, it's good quality printing on lavishly thick paper with a pleasingly elegant magazine-style layout. There's a small section on English Tractions, where the eagle-eyed will notice a picture of the rear of John Gillard's 'New Look' Light fifteen.

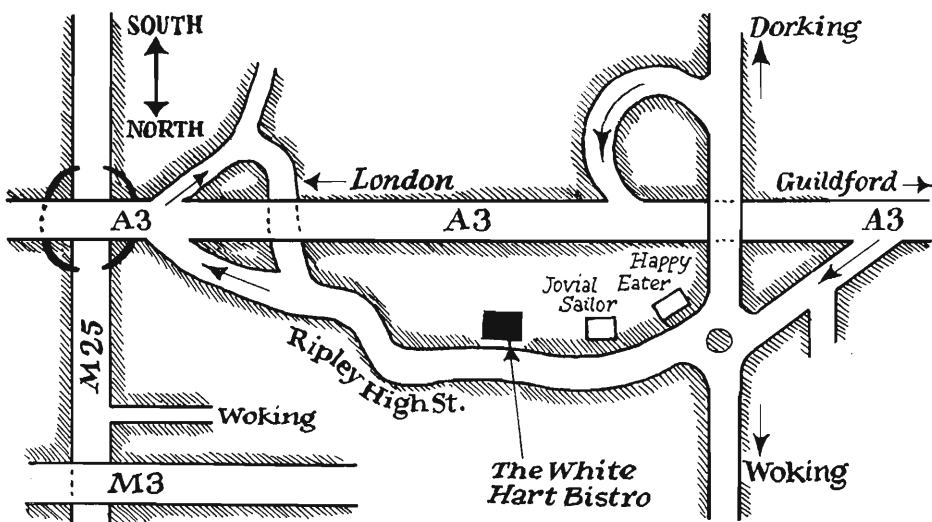
The later portion of the book is given over to a 'Technical Dossier', which is copiously illustrated with line drawings, diagrams, and photographs, as well as comprehensive tabular matter – all categorised under headings such as 'Upholstery', 'Wheels', 'Radiator grilles', 'Colours' and so on. It's a refreshingly populist approach to explaining the detailed evolution of the details of the Traction, and whilst I suspect it's by no means exhaustive or totally authoritative – for that one would have to turn to Olivier de Serres' 'Grande Livre de la Traction' – it's a very nice attempt at an at-a-glance graphic approach.

All-in-all, this is a good buy at around the £8 mark at specialist bookshops, and the French text is simple enough to master with the aid of a good dictionary!

AGM

The Annual General Meeting will be held on January 10th, 1986 at 8 p.m. at the White Hart Bistro, Ripley High Street, Ripley, Surrey. This is situated just off the main A3 before Guildford when coming from

London, and has easy access, the M25 being only three miles away. Food will be provided. We would like a really good turnout for this important meeting, so please try to attend.



Rates and conditions of advertising:

Private adverts (classified)
Members and non-members of T.O.C. buying or selling Citroën Cars or parts (pre 1957) – NO CHARGE.

Trade adverts – 1/8 page – £25.00 per insertion.
Advertisers must supply 'camera-ready' artwork. Where this is not available, the T.O.C. will provide it, after agreement with the Editor, on format and cost.

Inserts (loose) – any size up to A4 £25.00 per issue plus handling charges, to be agreed with Editor. Artwork as above.

Terms of acceptance
Cash with order, all cheques and money orders will be cleared by the Club before the acceptance of any advert.

The Club reserves the right to refuse any advert which it considers unsuitable for publication.

All advertisements should be submitted to the Editor.

News from the Midlands

It seems to me that 'Floating Power' belies its somewhat humble origins, if I may put it like that: after all it is a very well-presented magazine of high quality, who would think that it serves such a small club? I suppose though that the quality of the magazine relates more directly to the skills and determination of those who produce it than to the size of the club, and we are very fortunate in the TOC to have enthusiasts capable and willing to produce such an attractive magazine for the benefit of all club members.

It has always been the case of course that the TOC has had a fairly small membership and inevitably the membership is spread rather thinly around the country. One evening recently (it was one of those occasions when I couldn't summon up the enthusiasm to set about any jobs in either garage or house) I sat down and went through the membership list published in 'Floating Power' earlier this year - that is how desperate I was. Give or take a few for miscounting, it turned out that the club has 320 members of which 45 are from beyond these shores and that of the remainder 135 are from London and the South-East leaving just 140, or 44 per cent of the membership, spread over the remainder of England plus Wales and Scotland. That is thinly spread! In the Midlands area which I consider comprises the counties of West Midlands, Hereford and Worcester, Warwickshire,

Oxfordshire, Northamptonshire, Shropshire, Staffordshire, Leicestershire and Gloucestershire and probably Derbyshire there are 36 members, which is the largest regional contingent outside the South-East. Distances to travel to any sort of gathering in such an area are not inconsiderable, at least by most standards, although I am sure that our Australian friends reading this would not flinch at 60 or 70 miles for an evening gathering. It does not surprise me therefore that our monthly pub get-together seldom attracts more than half a dozen souls and some of those are not club members, something on which action is required you may say. This is why this year there is only one pub meeting each month: under such circumstances a meeting every fortnight seemed and indeed was just a little optimistic. Our venue, The Swan at Whittington, was chosen because it is easy to find, being just a couple of hundred yards off the M5 at junction 7, it has a good sized car park, is warm in winter and serves Banks if that is of any interest. So do come along once a month and pass a couple of hours with a fellow Tractionist.

Interestingly in this area quite a few TOC members are also members of the CCC, indeed six out of the eight members of the CCC's Midland Section committee are either TOC members themselves or are married to TOC members. This overlap may detract from humble TOC pub meetings. Thus, and with the approval of fellow CCC Midland Section committee members, I propose to advertise CCC events in this column, starting with the 1986 programme, in the sure knowledge

that TOC members will be very welcome at all CCC events in this area.

STRATFORD

You will have seen elsewhere a report on the Stratford rally which was of course a joint TOC/CCC venture and did attract a good many Tractionists, about 25 I think, certainly not all from the Midlands - there aren't that many running in the Midlands. I propose here only to thank, on behalf of all the organisers, those TOC members who attended and who by bringing their cars added considerable interest to the event and helped to make it a success: see you all next year.

Safe Tractioning
Simon Saint

Classified

For Sale:

1930 AC4 Commerciale tourer (French) - picture in FP Sept. 1981. Traction Arrière. Phone Mr B Bizzell, bunwell 592 (Norwich).

For Sale

1955 Slough Big 15. Body welded and mechanics rebuilt. Offers. Tel. 0604 33467 (eves).

For Sale

1954 11B, black and in need of restoration. Offers around £350. Phone evenings 0994 4142.

For Sale

An opportunity to purchase one of the last Tractionists assembled at Slough. A big-boot LIGHT 15, chassis no: 9550468, first registered

8th Sept 1955, Reg. No: ORK 7, Black, good engine, gearbox and tyres. Sound body with good doors, wings, boot and sills - small amount of work needed to floor. Bluemels steering wheel and heater fitted. Good seats and carpets. Headlining requires repair or replacement as do interior door panels. Spare gearbox, driveshafts, cardans, carbs., fuel pumps, dynamo's, waterpump, oil pump, hubs, plus many other useful parts including some tools and manual. Owned by one (ex. TOC) family for over 20 years, garage-stored in Dorking area, drives well and is ripe for relatively easy restoration. Asking price for car plus all spares: £2500 or nearest offer. For more detailed information and viewing contact Editor on Midhurst 3714.

Wanted

2CV van, might consider Dyane van. Cash waiting, distance no problem. Phone Roger Diamond, 0227 265214 home, and 0227 363859 work.

Wanted

Bluemels steering wheel for 1937 Roadster. Write to Mr. S. E. Varso, 2617 Miami Street, South Bend, Indiana 46614, USA.

Diary Dates

WEST MIDLANDS SOCIAL SECTION MEETINGS

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

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

NORTHERN SECTION MEETINGS

1st Tuesday of each month: 9.00 p.m. at the Shoulder of Mutton, Thwaites, Keighley.

3rd Saturday of each month: 12.00 a.m. at the Black Swan, Thornton Road, Bradford. For further details and directions contact:-

John Howard.
Telephone: Bradford 309093

LONDON SECTION MEETINGS

Last Tuesday of each month: all Pub Meetings start at 8 p.m.

January 28th
The Anchor
Bankside
Southwark SE1

December 17th
The Ship,
Wandsworth Bridge,
(south-west corner),
Wandsworth.

Club Tools for Hire

Front hub and outer bearing puller

Deposit: £25 Hire: £2.50

Top ball breaker

Deposit: £10 Hire: £1.00

Bottom ball breaker

Deposit: £20 Hire: £2.00

Inner bearing nut spanner

Deposit: £5 Hire: £0.50

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

Workshop Manual Loan Service

The Club has Light 15, Light 12 and Big 6 manuals for loan; please send details of your car, with name, address, work and home phone number together with a deposit cheque for £25 made payable to the

TOC - this will be cashed but your deposit will be returned if the manual is sent back in a complete and good condition. Please also send a separate postal order for £2.50 for postage, made payable to AD Sibley. Enclose a SAE for return of your deposit. Manuals available from Allan Sibley, 174C St Anns Road, London N15 5RP.

CLUB SHOP PRICE LIST

Models

Burago 15CV/20 £4.95

Back No's Floating Power

1 copy £2.00

2-9 £1.50

10+ £1.25

Posters

Les Tractionists £2.00

Traction Avant £1.25

T-Shirts

New style 'Citroen' £3.75

Amaze your friends £2.50

TOC £2.50

Sweat Shirts

New style 'Citroen' £7.75

Assorted 'ICCCR' £4.00

Badges

Metal TOC £10.00

Button 0.50

Enamel Brooches £2.00

Set of three £5.00

Windscreen Sticker TOC £1.00

Place your orders with the Club Shop (see page 2 for new arrangements).

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

SPARES SCHEME: When ordering spares please send remittance with order, using current spares list prices. Any extra will be invoiced at time of despatch of your order.

FOREIGN MEMBERS: Please note that an International Money Order is required with overseas orders, payable in Sterling for full amount after any bank charges have been deducted.



SWAN