



Correspondence

Dear Mr Reed,

You probably remember me writing to you back in April, trying to find a car to hire for my sister's wedding. Well, thanks to you and a couple of your Club members, I was successful.

Please find enclosed a copy of the picture that appeared in the *Bristol Evening Post* and a piece of Elaine and Andrew's wedding cake.

I wish we could have captured the look and surprise on Andrew's face when the Traction drew up with Elaine in it.

Thanking you very, very much for your help.

Yours sincerely,
Margaret Lawrence
Weston-Super-Mare,
Avon



Dennis Ryland's 1953 Slough Lt. 15 Black, Reg. 728BBE.

Dear Steve,

We were pleased to find in 'Classic and Sportscar', May '88 issue, your address and would like to receive membership details of your Club.

We are keen Traction owners and have a 1951 Onze Normale and a 1955 Big 15 Family 9 (Familiale), Slough built. We have been informed that only 25 of these were made right-hand drive and that they all came to Australia.

This car had one previous owner virtually, and is in very sound condition, about 65,000 miles only. We intend to repaint (black originally), and the interior needs new carpet. The leather, however, is excellent. The only things missing are the front grill emblem and the small badge on the dash as fitted by Australian dealers. The Normale is another rare Traction in Australia having been built right-hand drive. We only know of about six others on the road. It was bought from North Queensland, the previous owners having bought it one year old! We have now restored this car completely.

Have enclosed some photos, and hope you will reply as soon as possible.

Regards,
Pam, Peter and Les Hay
Queensland, Australia.



Dear Roger,

Just a line from Vicki and myself to say thanks for a superb introduction to real 'Tracioning' last weekend. We both thoroughly enjoyed ourselves and both having organised motor club rallies ourselves (although of a different sort!) in the past, realise the effort required to make events such as the 'Southern Tour' a success, and albeit with small numbers we feel you and Mike can justly congratulate yourselves.

Again, our first introduction to many new faces, new friends, and what a nice crowd they are.

We look forward to many happy years 'Tracioning' particularly when WMF342 is ready!

Yours,
Martin Nicholson
Wokingham, Berks.



The Hays' 1951 Big 15 'Family 9' (top) is one of only twenty-five built/ rhd Normale (above) has now been completely restored.

Chairman
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Send Marsh,
Woking, Surrey GU23 6JG.

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23 Longford Road,
Bognor Regis, Sussex PO21 1AB.

Social Secretary
Mike Wheals,
Silk Mill Cottage,
26 Winchester Street,
Whitchurch, Hampshire.

Membership Secretary
Steve Reed,
1 Terwick Cottage,
Rogate, Near Petersfield,
Hampshire GU31 5EG.

Club Spares
Peter Simper,
215 Whitton Road,
Twickenham,
Middx TW2 7QZ.
(orders by post only)

Standing Committee
Philippe Allison,
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Club Shop
Jon Peace,
51 Alpha Road,
Chobham,
Surrey GU24 8NE.

Spares Technical Adviser
Graham Sage,
13 Senacre Lane,
Sutton Road,
Maidstone, Kent ME15 8HB.

Eastern Area Contact
Tom and Rosie Evans,
West Cottage, Rectory Lane,
Mulbarton, Norwich NR14 8AG.

West Midlands Area Contact
Simon Saint,
Snigs End, Danes Green,
Clains, Worcester.

Central Southern Area Contact
Mike Wheals,
Silk Mill Cottage,
26 Winchester Street,
Whitchurch, Hampshire.

Northern Area Contact
Liz and Jim Rogers,
11 Wilmer Drive,
Heaton, Bradford BD9 4AR

Scottish Area Contact
Alan D. Hay,
Rosewall, Main Road,
North Queensferry,
Fife KY11 1HB.

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

Editor
Bob Wade,
29 Goodwood Close,
Midhurst, West Sussex GU29 9JG.

Assistant Editor
Dave Gardner

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

Honorary Life Members
Fred Annells
David Shepherd

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Floating Power

Volume 13, Number 4

September, Nineteen Hundred and Eighty-Eight

THE TIMING OF the magazine issues is obviously not ideal and some explanation is required. All concerned with the production of the magazine are volunteers who produce it during their spare time. Unfortunately, some members are having problems with spare time due to business commitments. As each member wants to do their part of the job properly and to the best of their ability, this inevitably takes time, and when spare time is limited delays occur.

Two popular topics in motoring magazines are lead-free petrol and EEC legislation regarding older cars. The former is now with us and being offered at a beneficial price but probably like other members of the club I am unsure about the suitability of this type of fuel for the Traction. I understand that there may be problems with upper cylinder lubrication and I know on modern cars, albeit of a higher compression ratio, special high temperature resistant metals are being used for valve seats. Perhaps a suitably qualified member could write a definitive article on the subject? Regarding EEC-legislation, the original rumour of old cars being banned from the road is hopefully now defunct. However, I think it would be a useful exercise for members to write to their local Euro-MP pointing out that there are many older cars in current use. Include a photograph (of the car) and indicate how many miles it is used each year. In this way in addition to the

committee on which the TOC is represented, the EMPs will possibly comprehend that the interest and hobby involving older cars is important and not to be discussed lightly.

A vote of thanks to Roger Williams and family for organising this year's rally at Beverley. The follow-up was also very good with each member who attended the rally being informed of the TV and newspaper coverage with the chance to buy photographs or borrow a video. Obviously the journalist who took my photograph whilst wearing a bucket on my head . . . (hurriedly explains) while competing in the driving test . . . , had second thoughts after it was developed. As a further follow-up it would be interesting to receive comments and photographs from all participants of the rally.

By the time you receive this magazine due to the postal strike and other matters, it will probably be in the depths of winter, but I hope not. In my local free Rag there have been warnings that there will be a shortage of ethylene glycol this winter. This is the secret additive of some wines, but more importantly it is the main constituent of anti-freeze. It may be a rumour by the local stockist to increase sales, but as with the magazine I believe that there have been some production problems, therefore, go out and buy some now.

Until the next magazine, happy motoring.

Dave Gardner

More than pleasantly surprised, Mary Webb enthuses

over the '88 **TOUR DE BRETAGNE**

I T WAS WITH a stiff upper lip that I left Glastonbury with my family on a sunny Tuesday afternoon in July. Sarah (10), Hannah (13), Timmy (3), Nigel (?) and myself (!!!), 2 tents, 5 sleeping bags, pillows, carrier bags, bags stuffed with clothes, spare bottles of water, passports and Lord knows what else, all crammed into TPH 375. We were off to Brittany, not to lie on sun-kissed beaches, but to take part in the French TOC tour of Brittany. Plenty of looking under numerous car bonnets lay ahead. However, I was determined to make the best of the trip.

We arrived at Portsmouth for an overnight camp and found probably the only campsite in the area, and certainly the grottiest. We were to rise at 5 am the next morning. I slept fitfully, having forgotten to take a pillow. The rain was lashing down and I spent my waking hours lamenting the fact that we'd have to get the camping gear and children into the car in this appalling weather. I felt miserable.

When the next morning came the children were all full of excitement and Nigel was in his element. Luck was with us and we managed to load the car without getting too wet. Off we went to board the ferry. I admit to a flicker of excitement at seeing five or six other Tractions in the queue.

Before long we were all well and truly on our way . . . already making new friends,



The start from Rennes

reading papers, drinking coffee. Perhaps things wouldn't be too bad. I spoke too soon. By mid-day most of the travellers on the ferry were being sick, lying prostrate, crying, sleeping. The ferry was a bit of a barge and couldn't ride the swell of the larger waves. I spent roughly 8 hours in the children's playroom with Timmy, who was totally unaware of any sway, and Hannah and Sarah who managed to keep the contents of

their stomachs to themselves, good girls. Nigel was nowhere to be seen. I caught a glimpse of Mike Wheals sipping white wine, completely unaware of any sway. How does he do that?! This was grim. I'd had enough and we hadn't even arrived in France.

Well, 9 hours eventually passed and we spotted land. Suddenly things were looking up. I'd forgotten what a lovely feeling of excitement you get when arriving in a foreign country, even if it was just across the water. Before long we were convoying to St Erblon. We arrived to be greeted by Patrice and various other French people who had helped to organise, and were to take part in the tour. Wonderful food awaited us, and unlimited glasses of pastis, which looked like pineapple juice but nearly blew your head off. Around midnight my 'team' were ferried off to a caravan outside Patrice's house where we all slept soundly. Sarah was found on the floor in the morning. Nobody had heard her fall out of bed, we were all so tired!

After a basin full of wonderful coffee we mustered at St Erblon to have 'Tour de Bretagne 1988' stuck across the car. I thought Nigel was going to faint! He was assured it would come off. Then we went to Rennes to meet up with the convoy proper. This was it then. Day 1 of the tour and by now there were some 50 or 60 Tractions driving in the convoy. What a fantastic sight that was.

We arrived at Beauvoir for wine and a picnic, with Mont St Michel in the background. My schoolgirl French needed polishing and this was an opportunity to do so. By the end of the trip I was reasonably



Conviviality at Le Couquet

pleased with my efforts. After a couple of hours it was on to Erquy via the scenic route. This was especially pleasant for us as we had rented a gîte just outside Erquy a couple of years earlier and many happy memories were re-awakened. Erquy was throbbing with people, it being Bastille Day. There was a fete taking place which we somehow got caught up in. By now we were getting used to taking events as they happened and not worrying too much about looking at the clock. We camped in a field on a lovely sunny evening; there hadn't been even a spit of rain all day. Managed to have a good wash – what bliss!

Day II and I was really enjoying myself. We had a fairly long drive to Tregastel and the girls made sure that all the occupants of TPH 375 knew every word of 'Chitty Chitty Bang Bang'! On arrival at Tregastel we had the most wonderful lunchtime. Fish, steak and chips, salad, sweet, coffee and enough wine to fill a lake. This took some 2½ hours. One French gentleman provided the cabaret by singing a song from the *Barber of Seville* . . . or was it the Demon Barber Sweeney Todd? It was good fun whatever, and I was sorry when it was time to leave.

On we went to Le Couquet to yet another glass of wine (or two)! Time was spent relaxing and conversing with people from England, France, Belgium, Holland and Germany. Lovely. Time to pile back into the cars and head for the campsite. Off we all went but after about 50 yards our car ground to a halt. Everyone drove by waving and smiling. Soon we were alone with only a handful of French people gawping under the bonnet. Nigel, of course, was supreme and fiddled around for a couple of minutes and we were roadworthy again. My team were impressed. The campsite was smashing, overlooking the estuary. After putting the tents up we had a lovely hot shower and came back ready for anything.



A pause en route

This was just as well. I don't know how much wine had been consumed but Timmy managed to get us all singing and playing 'Ring a Ring O'Roses'. The French contingent obviously thought this looked like fun and before long we were all laughing and dancing together. My lot eventually retired while there was much merry-making going on. It had been a lovely day.

Day III arrived and we were up and away bright and early. I wondered what was to lie in store for us today. We drove through some fantastic countryside. At one point the convoy parted company but we all managed to meet up and have a picnic lunch together. I loved the bread and cheese and wine. No washing up. No spending ages over a hot stove. The children were given T-Shirts with

Tractions on the front. What a lovely gesture. We were overwhelmed by the kindness of the French club. They had obviously gone to a great deal of trouble to ensure that a good time was had by all.

We arrived at a small village that seemed like the entire population of Caro and were offered wine, beer or juice. This was one of my favourite moments, just drinking and talking in the centre of a tiny village. No traffic, no hustle or bustle, no rushing around. On we went to a Chateaux owned by M D'Aubigny. It took ages to park all the Tractions; then M D'Aubigny spoke to us. A touch too quickly for me to get a grip I'm



The campsite at Le Couquet



End of tour at St Eblon

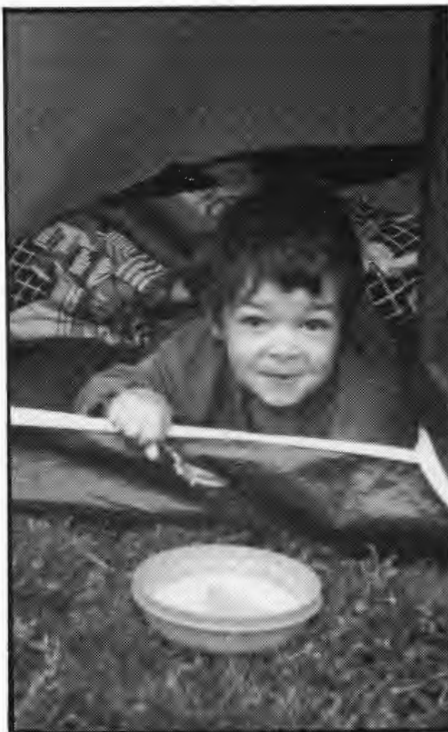
afraid. His speech took roughly seven minutes, then we all piled back into the cars and drove off. I thought this too funny for words.

We arrived at St Martin-sur-Oust for yet another glass of vino and more conversation. We then made camp. Timmy insisted on helping Mike and Nick Wheals to put up their tent. They were very patient with him. We were all a bit tired, all except Timmy that is. Tents up and off we went to the local hop for some marvellous paté, garlic sausage, bread, gherkins, wine. Mmm . . . Makes your mouth water doesn't it? My team couldn't keep the pace up and retired early, but I'm told that fun and games was had by all till well after midnight.

Day IV arrived and I felt slightly fed up that this day had come so quickly. We'd really got into the swing of things, managing to get the car loaded and unloaded quite quickly. Timmy had got eating breakfast under canvas down to a fine art. Around this time Hannah was heard to shout "Go away you foul little goblin". Who on earth was she referring to? Anyway, the goblin went off to wake Nick. We all bashed down to the local café and breakfasted on coffee, hot chocolate and croissants. I distinctly remember Nick reciting the goblin's battle cry. You'll have to ask *him* what that is! Lunch time was spent at Bain de Bretagne. One of those lovely drawn out lunchtimes. I don't know how the French can give you so much food and wine for so little money. And no charge for small children. Amazing.

We arrived at St Eblon at about 4.00 pm and I must say I felt like royalty. The streets were lined with onlookers who clapped and cheered. The convoy was part of a local fete. There was something going on for everyone to enjoy. All the participants of the tour were given a special bottle of French wine . . .

Nigel was thrilled to bits with this. In the evening we had another 'Buffet Campagnard'. Jon Peace made a superb effort and made a speech in French, thanking Patrice and Phillippe and all the people whose efforts had made the tour such a success. He also made a point of thanking the motorbike riders who acted as guides/traffic police on our behalf throughout the tour. We were all impressed by them and grateful to them for the wonderful job they did.



The 'foul little goblin' breakfasting

The faint hearted amongst us, Dennis and Maureen, Dave and Alan, Dave and Steve and ourselves headed for St Malo that evening, feeling that if we had car trouble we would have plenty of time to get it fixed and catch the ferry. We bade our fond farewells to the French people we had met and vowed to see them next year.

We found a campsite fairly near to St Malo. Where else could you sit and drink hot chocolate or beer at 11.30 on a Sunday night in spotless surroundings? I was truly impressed.

We were up with the lark and off to St Malo, where we stopped and loaded up with that lovely French wine with the stars on the bottle necks. My favourite! So much for getting to the ferry on time. The partygoers were on board long before us. We boarded with about 10 minutes to spare! The Gods were with us and the sun shone all the way home. It was rather like being on a cruise.

Land Ahoy! After disembarking the English contingent lined up and kissed and hugged one another, saying thank you, and see you soon.

I had been dreading the trip, thinking I'd be rain soaked, bored witless with Tractions, surrounded by people talking in a language I was none too fluent in. Instead I was met with kindness and affection, genuine interest and a sense of 'belonging', I'd not expected to feel. It was not with a stiff upper lip but with a heavy heart that I returned to Glastonbury with my team.

Tour de Bretagne 1988 is still emblazoned across TPH 375 and reminds us all of many happy times spent in Brittany. Roll on 1989!

MEMBERS' CARS
From Alberta, Canada, comes the story of
JF Johnston's
ONZE *from*
URUGUAY

IT HAS BEEN almost three years since I last corresponded and at that time I described not owning a Traction. I gained sustenance through vicarious enjoyment with the Club magazine.

Well, I have finally changed my status, I purchased a 1948 Normale! To say the least, it was somewhat of an anxiety provoking experience as the transaction transpired over a distance of approximately a thousand kilometres . . . Vancouver, British Columbia to be exact. After many phone calls and mechanical reports I took the plunge and I now own it.

I had the vehicle trucked from Vancouver (mechanics report questioned the condition of the U-joints). It appeared to me that a thousand kilometres through the mountains in winter with no Citroën dealers, let alone the fact that Canadians are generally not accustomed to Tractions, would be foolhardy. I took comfort in the fact that my

decision not to drive it was probably soundly based . . . it may be the only stroke of judgement that I have experienced during this purchase!

I have encountered puzzled looks from friends and, in particular, family (my wife) as to why I wish to do this to myself. Living thousands of kilometres from parts, driving a car with no heater (where winter is of longer duration than summer), non-existent indicator lights, plus the fact that any moment this contraption might expire. Am I experiencing the first signs of a very serious psychiatric disorder? This question, I would assume, would be better answered by other Club members.

First visual encounter with this apparition stirred up images of past brief encounters with Tractions from my youth. As a child in the fifties, I lived in France briefly with my parents. I recall these black automobiles slothing by the sides of the road appearing black and sinister. My auto is black and still evokes that same imagery that it did when I was a child. Is this why they have been associated with intrigue and mystery? Was the colour symbolic to Andre Citroën? The Traction, as has been speculated, lead to the financial demise of this clever man. He, himself, was obsessed with both his cars and also with the gambling tables. Somehow I feel that I understand him better now.

A description of the car is probably in order. It is a 1948 Normale imported from Uruguay where it was purchased new. I am pleased to say that it came with all of its original documentation. The car itself, has been restored and is in very fine condition. Driving it (having no one to instruct me in the intricacies, as I picked it up at the Shippers on a cold day) was an experience in itself. It would not start on the starter and this necessitated a push. It sprang to life but remained

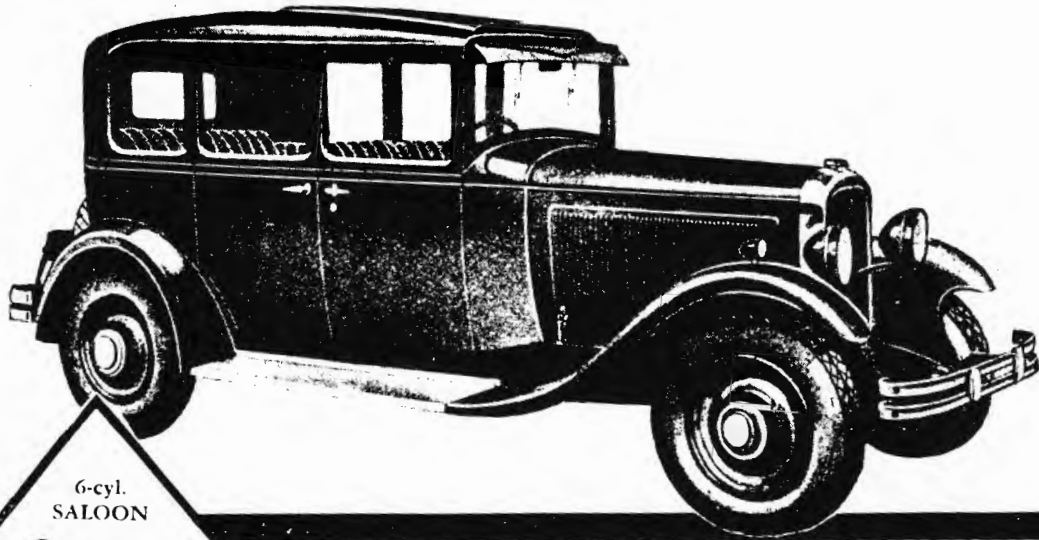
somewhat reluctant on its journey home. I can't say I blame it as I myself tend to be somewhat reluctant with Canadian winters. The car, due to the severity of our conditions here, will remain garaged until sometime in mid-April. As I expected, the transmission growled and hesitated and the U-joints seemed somewhat loose. Other than these aspects, first impressions were very good.

After having waited approximately three years (the time that I have been a Club member), I guess two and a half months can't be viewed as being that long. I'm sure that you will hear from me in the future and will keep you informed of my obsession.

No, you are not ill Mr Johnston, we Club members all have that manic, eye-bulging depressed look about us . . . just keep on taking the tablets. However, if you wake up in the middle of the night shouting, 'My ball-joints are knocking', then you are in big trouble! Interesting your comment about Andre Citroën, as the Traction has led to the financial demise of many Club members as well!

Nice to hear from you again and we look forward to further reports of intrepid Tractioning in Canada. Ed.





6-cyl.
SALOON
£235
BERKELEY De Luxe
(as illustrated)
£265

“Trust Expert Opinion”
says M^r FAMILYMAN



THE opinions of the *Autocar* and of the *Observer* on motoring matters are respected everywhere. Here are their views on the famous 2½-litre Citroën Six—product of the Citroën Factory, Slough, Buckinghamshire.

Autocar:—“Has a remarkable ability to run happily for long distances within a few miles an hour of the maximum, without the general sound of operation and sense of effort being correspondingly greater than at the normal cruising speed of 40 to 45, when the engine is quiet and very smooth indeed. Good value in the best sense of the term.”

The Observer:—“The chief attraction is the car’s flexibility. It will crawl in traffic like any thousand-pounder. Sixty is always available on top, and a cruising speed of 45 m.p.h. can be maintained in real smoothness and absence of engine or back-axle noise. The main impression created by driving the car is one of comfort. The seating is comfortable, the springing is comfortable, the controls and steering are comfortable, and the road-steadiness is excellent.”

... also the famous

12·8 h.p. 4-CYLINDER SALOONS

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Genuine Weymann Sportsman’s Coupe £230

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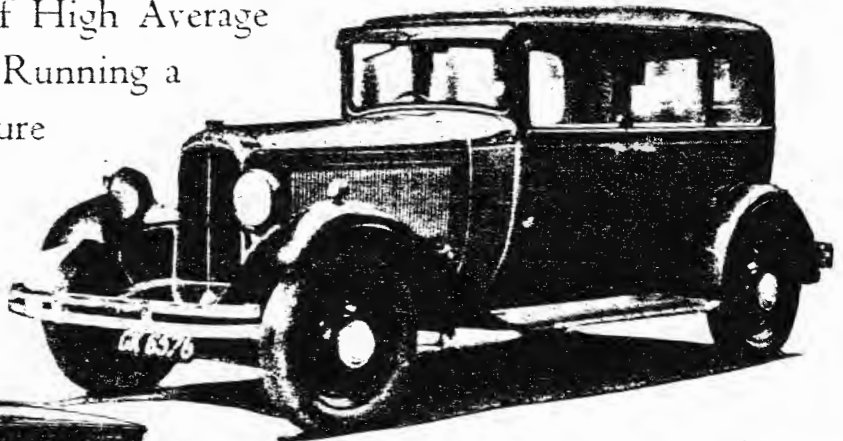
TRACTION ARRIERE

Reproduced by kind permission from *The Motor*, August 11, 1931

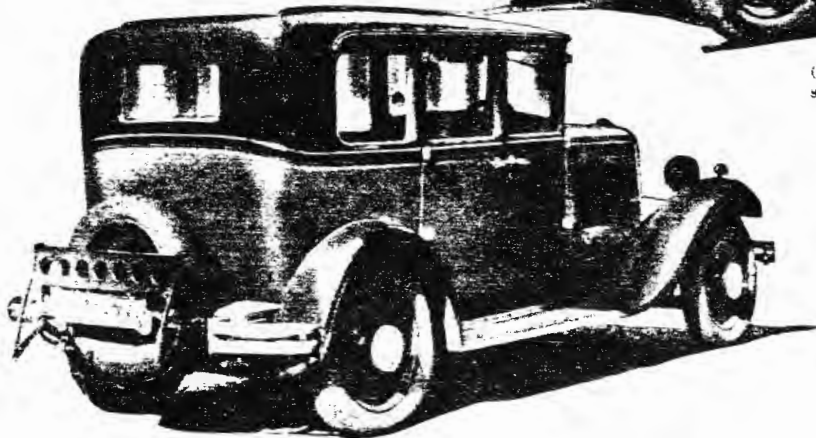
The Six-cylinder Citroën Saloon

A 20 h.p. Car Capable of High Average
Speeds. Effortless Running a
Strong Feature

IF one were to make a list of the good features of the Citroën "Six"—and it would be a long list—effortless running would occupy a prominent position. It is the kind of car on which one can cover 100 miles in 2½ hours without any sense



(Above and left) Two views of the Berkeley saloon tested, showing the attractive lines, bumpers and folding grid.



of physical fatigue or mental strain.

The car itself runs in a notably effortless fashion and has a genuine cruising speed of between 55 m.p.h. and 60 m.p.h. at which the engine turns quietly as though it were not working particularly hard. Furthermore, as the capacity is 2½ litres, and the weight well under 30 cwt., the acceleration is very satisfactory, enabling one rapidly to return to the fifties and sixties after a temporary loll-up.

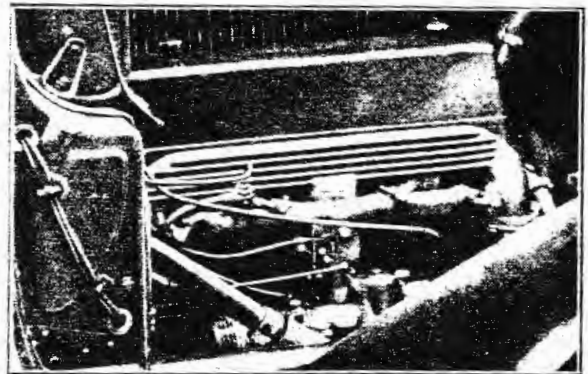
This six-cylinder car was introduced to the English market nearly three years ago and the design has proved highly successful. Very few mechanical troubles have been experienced with these cars in service, so that only slight modifications have been made year by year.

Good Value for Money

The example which we tested is known as the Berkeley de luxe saloon, which, with roomy steel body-work and excellent equipment, is extremely good value for money at the price of £265. This cost includes a sliding roof, furniture hide upholstery, safety glass all round, bumpers, a double electric wind-screen wiper and a folding luggage grid. For those who desire the same accommodation and performance, but

with slightly less extensive equipment, the Buckingham saloon is available on the same chassis at £235. Citroën cars are, of course, very largely constructed of British materials at the large factory run by this concern at Slough, Bucks.

The six-cylinder engine is neatly finished off by a moulded cover which encloses the sparking plugs and wiring. This view also shows the manifolds and carburetter.



We covered a distance of about 350 miles on the saloon tested, largely at high speeds on main roads. At the end of this distance the engine ran as quietly as at the start, the oil consumption was negligible and the petrol consumption averaged 18½ m.p.g. in spite of the high cruising speed

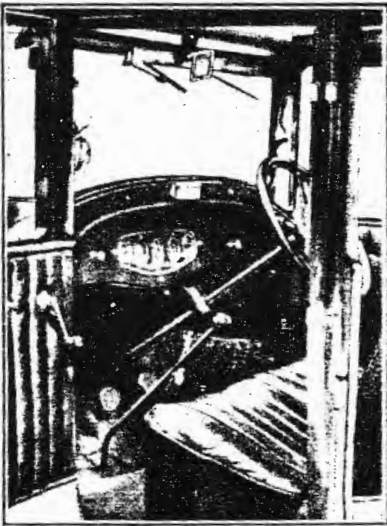
maintained. The side-valve engine, incidentally, has a neat and clean appearance owing to the use of a moulded rectangular cover which is secured by two easily operated hand nuts and encloses the sparking plugs and wiring. Carburation is looked after by a Solex instrument, mixture being fed past an exhaust heated hot-spot. The dynamo, as in so many recent engines, is driven by an endless belt which also operates the fan.

The petrol system is of interest in view of the exceptional size of the vacuum tank provided on the dash. This feeds petrol to the carburettor from a large tank at the rear and also retains a supply of fuel that can be called upon should the

vacuum system fail or should the rear tank run dry. A tap operated from the driver's seat can be used to make the reserve available or to cut off the fuel altogether.

The driving position is comfortable and gives a good view forward; the steering is very steady for fast work, but is a trifle heavy

THE SIX-CYLINDER CITROËN—Contd.



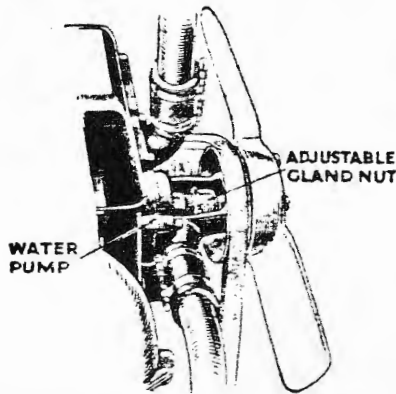
The driving compartment, showing the equipment and the well-placed controls.

when parking the car at low speeds. The instruments are neatly arranged on a panel and all are easy to see. Above the steering wheel there is a hand control for the lights, but no control for the spark is needed, as an automatic advance mechanism is employed. Even when made to pull hard at very low speeds the engine refused to pink.

One of the advantages of a steel body is that the section of the pillars can be reduced to a minimum, and this is fully realized in the Berkeley saloon. Consequently, the window spaces are particularly generous and the blind spots are cut down to a minimum. The headroom is ade-

quate above both front and rear seats and the four doors are generously proportioned. The front seats are independently mounted on Leveroll adjustable fittings and the rear seat, which is particularly deep and luxurious, is provided with armrests at each side.

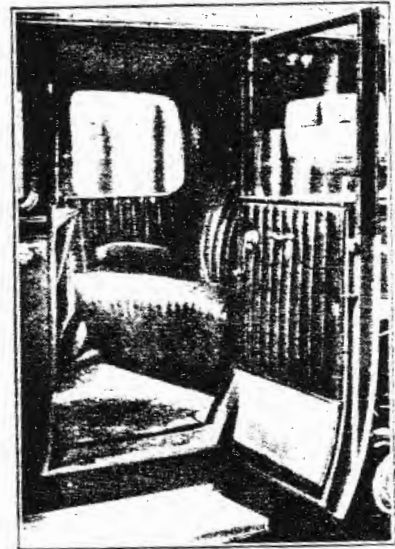
The foot controls are well spaced, with the accelerator pedal in the centre, so that even a clumsy foot would find it practically impossible to press two pedals simultaneously. Braking is assisted by a vacuum servo motor made under Westinghouse licence, and this gives a light,



The belt-driven water pump, also showing the provision for adjusting the gland nut.

yet positive control; the extent to which the brakes are being applied can always accurately be judged.

The springing system has always been a good feature of Citroën cars, and in the latest six-cylinder model gives excellent results. Although the springs are not hard enough, to



The rear seat is deep and well sprung. Note also the narrow door pillars.

convey any vibrations and give very nice riding on uneven surfaces, they are yet checked sufficiently by hydraulic shock absorbers to prevent any pitching or rolling when travelling fast. Finally, the gearbox must be mentioned; this provides three forward speeds and a reverse controlled by a central lever. No difficulty is experienced in changing gear, and the car will approach 40 m.p.h. on the middle gear.

Summing up, this well-ried six-cylinder car can be recommended to anyone wishing to own a road-worthy and roomy saloon on which long journeys can be covered with a minimum of fatigue.

TABULATED DATA FOR THE DRIVER

CHASSIS DETAILS

Citroën: Berkeley saloon: six cylinders, 72 mm. by 109 mm. (2,442 c.c.). Tax £20. Side valves; coil ignition.

Gearbox: Ratios, 5.1, 8.64 and 15.9 to 1; central control; Engine speed 1,185 r.p.m. at 20 m.p.h. on top gear.

PERFORMANCE

Speeds or Gears: Top, 65 m.p.h.; second, 38 m.p.h. Minimum speed, top gear, 4 m.p.h.

Petrol Consumption: Driven hard, 18½ m.p.g.

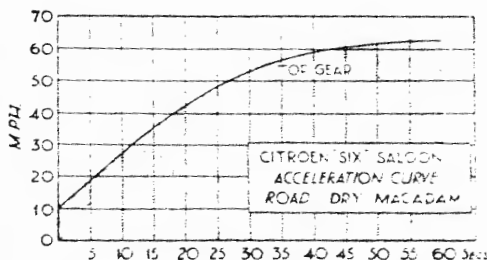
Acceleration: Standstill to 55 m.p.h. through the gears, 30 secs.

DIMENSIONS, Etc.

Wheelbase: 9 ft. 8½ ins.; track, 4 ft. 8 ins.; overall length, 13 ft. 8 ins.; height, 5 ft. 11 ins.; width, 5 ft. 8 ins.

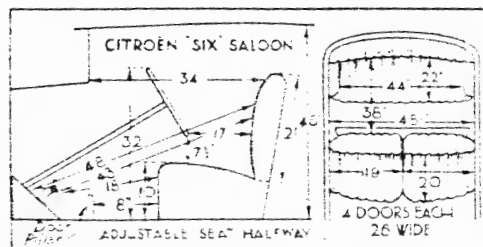
Turning Circles: Left and right, 42 ft. diameter.

Weight: As tested with two up, 29 cwt. Price: £265.

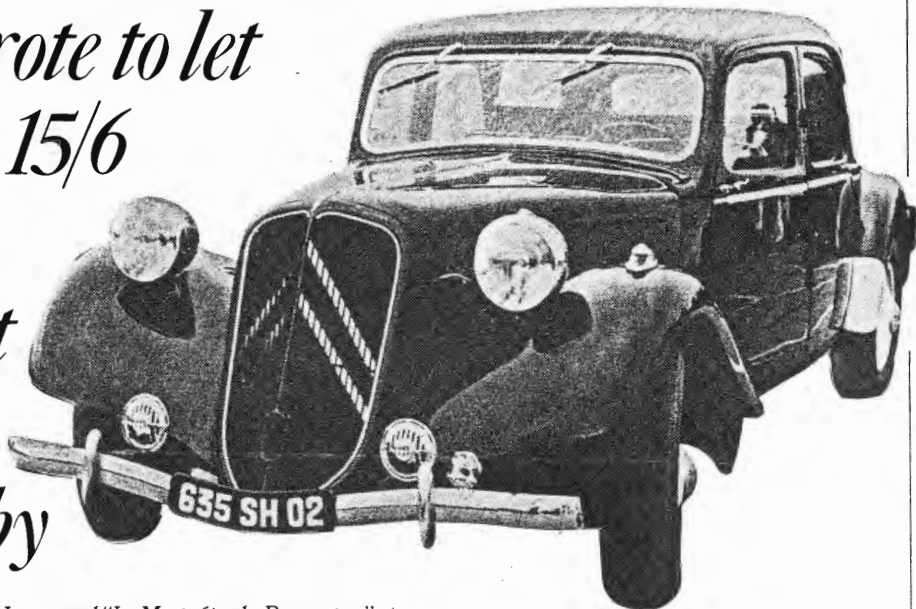


BRAKES

SPEED, m. p.h.	STOP, feet.
20	27
30	42
40	77
50	145



Hélas, no-one wrote to let us know how the 15/6 celebrations at Le Touquet went down. But Sam Wells found out by other means...



EVERY YEAR, we escape to France at least once; and every year, we seem to flee further away from this country. One time, I suspect, we'll just stay and never return.

This August, we reached as far as Lot-et-Garonne, regaining our powers of ratiocination amid fields of tobacco and kiwi fruit. And, of course, there's always the popular game of Spot-the-Traction – this time, the score was three in two weeks. There's also an armchair version of this game, which consists of raiding the local newsagents for auto-journals, taking them back to base with a bottle of rouge and some roquefort (to keep the flies away), and seeing how many tractions à vendre there are which come within the spending limit of one's banque de cochon (thankyou, Miles Kington).

Well, it was while leafing through a copy of 'Fanauto' that I came across an article by correspondent Edgar Dunord on the 'cinquantenaire de la 15 six'. Predictably, many French clubs had planned to celebrate the event, in particular the Club d'Amateurs de Citroën du Nord at Le Touquet on 11 and

12 June, and "La Magnéto du Rouergue" at Rodez on 25 and 26 June.

Says Dunord: "These two weekends developed in very different ways – glorious chaos at Le Touquet and great style at Rodez". It seems that, with the rather haphazard organisation at Le Touquet, the stars of the show "found themselves, to their embarrassment, jumbled up on the beach car park amidst B14s, 203s, SMs and 11CVs. This amicable confusion", continues Dunord, "was more the pity, since many foreign visitors with unusual 15/6s were displaced well away from the main gathering – including two examples built in Belgium, two Slough Big Sixes, a rare Swiss cabriolet by coachbuilders Worblaufen, and, last but by no means least, two pre war Quinzes – a limousine and a carefully restored Berline".

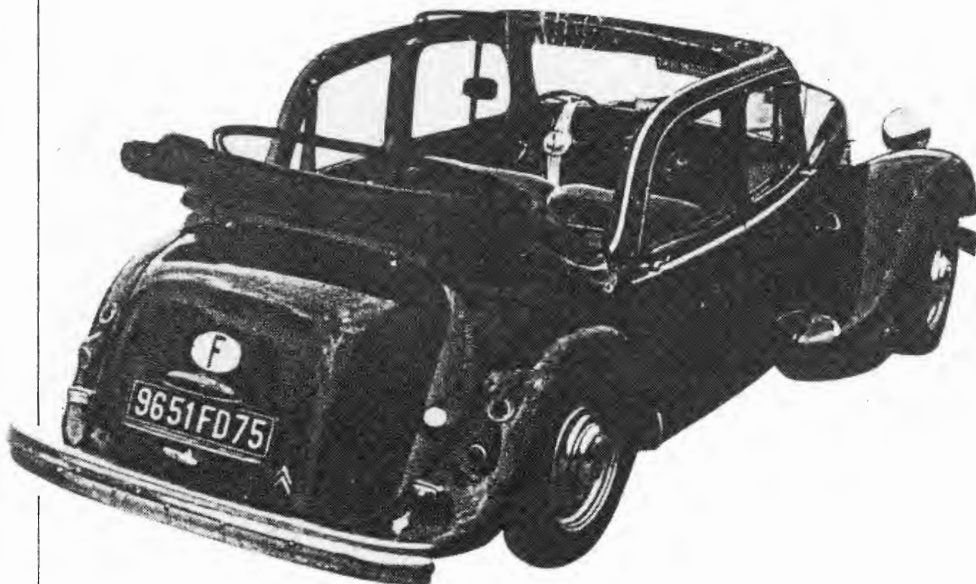
Apparently, the concours d'élégance the next day was similarly "informal" – surrounded by "the elegant 15/6s lined up in front of the racecourse stands, the jury awarded the first prize to a superb black 15H from Touraine".

According to Fanauto, however, "the gathering at Rodez was an entirely different affair. The organisers had invited exclusively 15/6s, and had also invited experts on the

cars, such as Olivier de Serres, Olivier Lemesre, and Fabien Sabates... The other trump card held by the organisers was the official hospitality of the region and the town of Rodez – strongly supported by the mayor, Monsieur Censi, himself an ardent Tractioniste." A good fifty or so cars attended the rally (remember, these are all Sixes!), including "a beautiful 1939 model, a 15H better than new, and a remarkable convertible 15H".

Certainly, if I'd had a Six, and I'd had the time, I'd have gone to both these events; as it was, I had neither (one day, one day...). And what's more, there weren't any for sale in the small ads of Fanauto, either.

Still, Sixes definitely seemed to be favoured at the moment – still in France, and browsing in a provincial bookshop, I came across (and bought) a new volume succinctly entitled "La 15CV Citroën". Just like your very own "Floating Power", this is an elegant black-and-white-only volume, of a mere ninety pages in an aesthetically-pleasing almost-square format of 250mm x 215mm. Jointly authored by Josée Lapeyrère and the indispensable Olivier de Serres, the first part of the book is a enlogistic essay on the car, of a style that in English would probably qualify for Pseuds' Corner, but in French seems justifiably poetic (sample: "Quand la voiture prend la route, elle est comme un navire, souple et lourde, ou comme un chevalier en armure..." render that sort of approach into English, and, heaven forfend, you're on the wrong side of John Betjeman). Back of the book is an encapsulated technical history – and who better to do that than de Serres? And, in the centre of the book, there are twenty-two pages of well-reproduced black-and-white photographs by Marina Faust – definitely in a style that my philistine friends would describe as 'arty': in other words, pictures that have been taken with some imagination and feeling for the subject. This book, definitely recommended, is published in France by Librairie Séguier, and cost 150FF – and it's certainly a must if you missed Le Touquet!



Scott Ebert, of Florida, brought back a desirable souvenir from

VIET VET



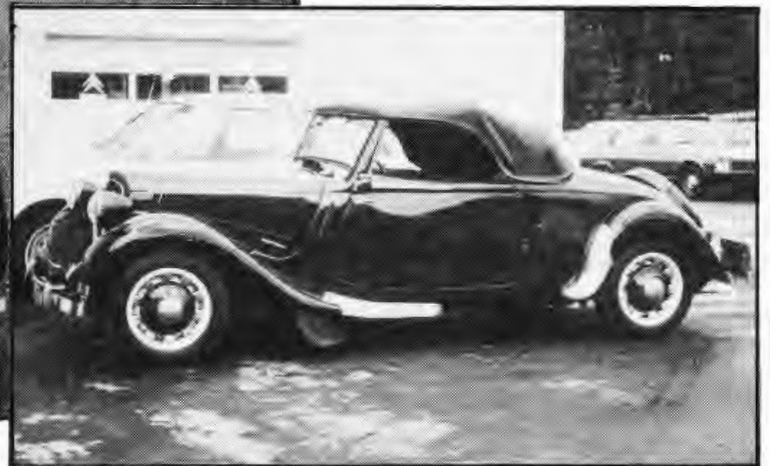
Scott Ebert's Roadster in Saigon as found. And, yes, there's another Traction in the background!

THIS IS THE STORY of a Traction Roadster. Specifically, a 1937 Citroën 7C Ser. No. 093268. I was in the Navy stationed at Saigon, Republic of Vietnam in 1974. Being fond of French cars as a result of a tour at Nice (1958-1960) I was pleased to find all sorts of fine old vehicles (Citroën, Panhard, Peugeot, Renault, Simca etc.) being used on a daily basis. Usually having Sundays off and nothing to tinker with I went looking for a Traction. My driver, Mr. Tri, quickly located through his barber, a gentleman who was the former head mechanic of the Citroën dealer in Saigon, Mr. Võ-Vân-Thường, who was a Cambodian. His house and garage were just down the street from my quarters on Phan Dinh Phung.

When I first went to his garage I was amazed at the cars he had: 100% original 1931 Ford Phaeton; 15-6 Traction Sedan with every extra one could think of hanging on it – but it ran poorly; Simca and Panhard roadsters which were perfect; a 1940 (he claimed) Traction Legere roadster which was heavily customized. Having previously owned a Traction Normale roadster (now owned by Red Dellinger) I was taken by this smaller version in spite of what had been done to it. It had a Buffalo front nose and grill, Chrysler bumpers, fat chrome headlights, a large unidentifiable hood ornament,

chrome mouldings running the entire beltline, 15" wheels with huge hubcaps, semi-recessed door handles, a Chevrolet steering wheel and dash (about 1941), VW tail-lights and bronze paint. Mr. Van was very pleased with the car as he and his sons had done all the work. I was distressed, but when he told me all the original pieces he had removed were in his loft we made a deal for him to bring the car back to original using new parts (he had tons of Traction parts) for anything worn or missing.

He took the car down to the tub and commenced the build-up to original. I wrongly kept the louvered hood rather than using the old one with swing doors. The 7C engine was replaced with a 11CV with downdraft Solex. I determined the chassis serial number was for a car manufactured in in 1937 vs. 1940. I did not know at this time the horn/lights lever should be a two stalk and had him use the more modern one stalk lever. He had a set of chrome clips made by ROBRI which he attached to the yellow pilote wheel spokes. They look quiet striking. The front and rear aluminium fender guards are also ROBRI. The tyres were 155-400 Continental bias-ply which



The roadster as subsequently restored – though louvred bonnet is not, as Scott admits, original.

was original configuration. I have since gone to 165-400 StopX which was great. We painted the body a 1968 Citroën black/green and the fenders black. One modification I kept 'as is' was the battery box which had been re-located to the right side of the firewall by a cutout. The old cutout under the hood hinge had a door added and is used as a tool box.

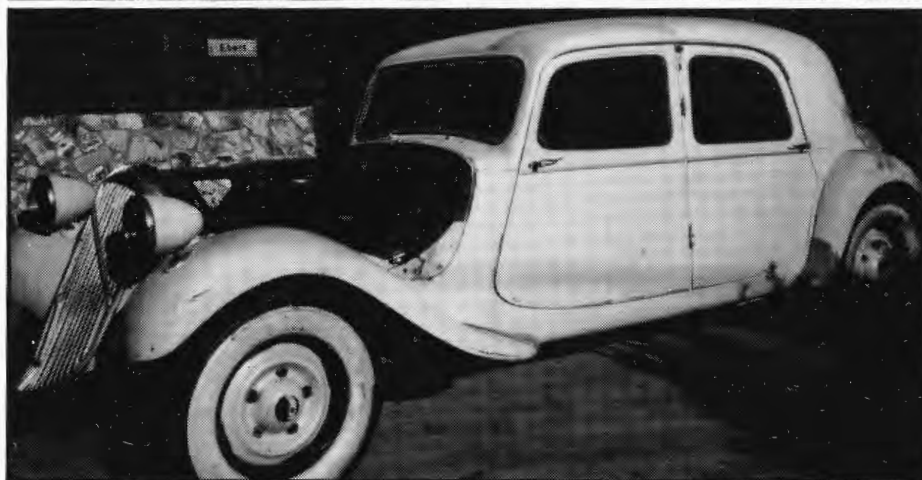
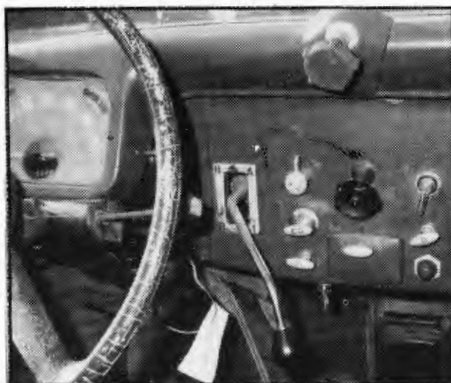
It took about 6 months to complete the rejuvenation. After it was finished I used it to run to Vung-Tau on the coast when the road was considered clear of VC. We had quite a group of Tractions in Vietnam at this time owned by American civilians working in the area. Included were: four roadsters; one roadster converted to a coupe; six Legere sedans; two Normale sedans; three 15-6 sedans. We tried to get together whenever possible on Sunday.

Once I had possession I initiated action to export to the US. Then the problems began. Everyone wanted a pay-off and I could not comply because

of my position. Also, since the car had been imported from France and had duty paid upon entry it did not have a 'duty paid exemption certificate' like the diplomats' cars which were temporarily imported. The export procedures required this certificate to be presented. I finally had to rely upon my South Vietnamese Navy counterpart to get involved and clear the way. I contracted with SeaLand Container Corp. and shipped the little jewel in a container back to Baltimore, USA a few weeks before everything fell apart in Vietnam in 1975.

The car is a joy to drive and is adored by the ladies. It runs sweetly at 100-105 KPH and feels solid throughout. I have driven it about 6,500 K's. A proper hood has been obtained and I plan on replacing the Lucas tail-lights with something original.

Other Tractions I have are: 1960 H-Van with ID 19 block, 1952 Normale sedan (BN), 1940 7C Legere sedan (BL).



From the rest of Scott Ebert's collection: 1960 H-Van (top left) has ID block; 1954 cream Normale (centre) with whitewall 600x16s; 1940 Legere, described by Scott as "a bit rough"; interior of Normale (top right) has "good dash except for start button".

Club SPARES

YOU ARE reading my last contribution to *Floating Power* on the subject of spares. By the time this appears in print I will be safely settled into the life of impoverished student. Somebody else will be minding the shop.

However, it seems sensible to announce now that we have taken delivery – directly from the manufacturers – of some stainless steel exhaust systems for both light fifteen and big fifteens. The cost savings have been dramatic; so much so that we can offer them to spares levy-scheme members at £159 per complete set. The capital investment by the club has been considerable, so the sooner some of it is recouped the better.

We prefer to sell complete sets, since we don't want to be left with odd bits. There is a considerable cost saving to be made anyway, the whole costing considerably less than the sum of the parts.

The running of the club spares has become quite a substantial business. Sales are some twelve to fifteen hundred a month, which is nudging the VAT registration threshold. At committee the possibility was discussed of introducing a commercial element into it. That is, encouraging a retired member – or even a non-member – to take the job on as a personal profit-making venture. Someone with, say, two or three days a week available could, I think, make themselves £3, £4, or £5,000 quite easily. There would probably be a modest rise in prices to members but the advantages could be considerable enough to offset that.

Primarily, the response would be much more positive. At present every purchase, sale and stocktake uses up someone's spare time, so it takes second place. A businessman would get on with it, and have a vested interest in filling orders.

Secondly, an expansion of the list of items available would be an advantage to both parties, not an undesirable increase of burden for an already hard-pressed man.

Thirdly, members could expect a better service and be in a better position to complain about poor service than they are now. They would, after all, be customers.

The spares section only began because there was no single source of Traction spares. If one existed there would be no tears shed by those doing the job voluntarily at present, or by committee members worried about the future of the scheme.

If any reader finds this striking a sympathetic chord, please be encouraged to take it further.

Alec Bilney

CLUB NEWS



FESTIVE FEAST. Once again, the White Hart is the bucolic setting for this Christmas' panoply of palate-pleasers – don't miss out on wonderful value, wonderful food and of course wonderful company. Bookings (be quick) from indefatigable Central Southerner Mike Wheals. Then, after Christmas, another front runner in the Alka-Seltzer stakes is the London Section dinner, currently being organised by John Gillard (see Events Section for more details on both items).

1989 TOC ANNUAL RALLY STRATFORD UPON AVON 26th to 28th May, 1989

Now that the venue and date have been decided for the 1989 annual rally there is no longer any excuse for any member not to attend. The location is central England, the date early summer, the organisation is by the experienced Midland TOC members and promises to be one of the best Traction gatherings ever.

You the member have now been informed well in advance of this 'Mega-Meet' and you can now mark the date in your diaries confident that you can, nay, *will* attend.

If you have any queries concerning the rally then contact Social Sec. Mike Wheals immediately.

Looking forward to seeing you at Stratford.
B.W.



BACK TO THE SUN. From and including November, London Section pub meetings will be back at the Sun Inn, Barnes (right across the road from the pond on the main drag). Meetings had been moved to the Green Man, Putney, whilst the Sun Inn was being refurbished (not, as far as we know, on account of the actions of rabid Tractionistes). However, the original venue was preferred on account of its convenient car park – always gratifying to sandwich your Normale between the GTIs from Media Gulch.



Are you sitting comfortably . . .

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, £30 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, £30 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.

Events

DECEMBER 18th

Christmas Dinner at the White Hart, Whitchurch. This is now an established event with a larger attendance every year. We will soon have to have a first-come first-served list with those who apply too late missing out on a very good occasion. Price per head £8.50 for a full four course dinner. 12 noon for 1 p.m. Dinner. Full details and booking from Mike Wheals, Silk Mill Cottage, 26 Wincheste.

1989

JANUARY

Firm date to be announced. London Section Dinner. Contact: John Gillard for full information.

APRIL/MAY

Classic Car Show at the NEC Birmingham.

MAY 4th to 7th

2nd Tour of Belguim. This is an excellent tour as those of you who went on the first tour or read the write-up will appreciate. No full information as yet but a date to bear in mind.

MAY 26th-28th

Annual Rally at Stratford Racecourse. This is one of the most popular venues and because of its central position is usually well attended. Further information will follow.

JULY

4th Tour of Brittany. Everyone who went last year is planning to go on this one, so places will be hard to get. Book early.

JULY/AUGUST

Date still to be confirmed. The 40th Anniversary rally of the CCC. The TOC and 2CVGB are invited. Venue Billing Aquadrome near Northampton.

SEPTEMBER 8th ICCCR in Holland

More details of any of these events will be in the magazine where possible. If you want info please contact: Mike Wheals, Silk Mill, Cottage, 26 Winchester Street, Whitchurch, Mants RG28 7AL.

Classified

For sale

4 wheels for C4F circa 1928 with four stud fixing. Sound condition but rusty. £4 each.

For sale

2 door for C4F. Very sound with some fittings. £20 ono each or why?

For sale

Lhd Spanish built Dyane, 1978/9. Regd. in UK, new MoT, excellent condition. Special spec. Engine rebuilt. £375.

Contact: Roger Dyer on 0753-686414 (office) or 0483-223890 (home)

For sale or swop

I have the following parts to sell or swop, preferably swop.

For sale

Standard wheels.
Light 15 Front Grill.

12 volt dynamo.
12 volt starter.

Lt. 15 front brake drums
Lt. 15 chrome headlights.

Wanted

Easiclean wheels.
Big 15 front grill.

6 volt dynamo.
6 volt starter.

Big 15 rear brake drums.
French headlight reflectors.

11D engine.

Also for sale: Light 15 driveshafts, steering rack, wishbones and spindles.

Also wanted: one Familiale folding seat plus bracket for starting handle. Contact Mick Boulton on 093928-254 or write to: Ivy Cottage, Grinshill Hill, Clive, Shrewsbury. SY4 3LF.

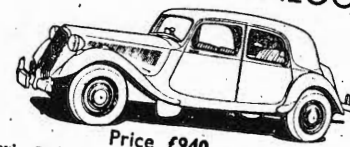
Service

4-speed gearbox conversion complete with gear change mounted behind dash as power original. Contact Roger Williams, 35/37 Wood Lane, Beverley, North Humberside, HU17 8BS. Tel. 0482 881220.

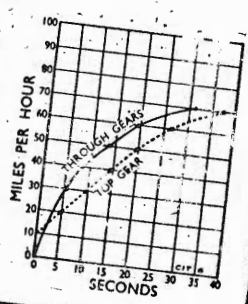
For sale

New Traction driveshafts, as manufactured by Peacock engineering. Fit and look like original shafts but have greater strength, are longer lasting and are maintenance free. Now also available from Classic Restorations, Arch 124, Cornwall Road, London SE1 Tel: 01-9286613 (trade).

CITROEN SIX SALOON



Price £940
 Engine. 6 cyl., 78 mm. x 100 mm., 2,866 c.c. Push-rod o.h.v. Compression ratio 6.5/1. 76 b.h.p. at 3,800 r.p.m.
Transmission. Twin dry plate-clutch, 3 speeds, front-wheel drive. Tyres 1,000 r.p.m. 20.0 m.p.h. per
Chassis. I.F.S. by torsion bars and wishbones, rear suspension by torsion bars and "dead" axle. Lockheed brakes. Wheelbase 10 ft. 1½ in. Track 4 ft. 10½ in. Length 15 ft. 11 in. Width 5 ft. 10 in. Height 5 ft. 1 in. Turning circle 45½ ft. Dry weight 26¼ cwt.
Citroen "Big Fifteen" combines "Light Fifteen" power unit with dimensions, "6-cyl." bodywork and chassis.



Wanted
 Set of Easiclean wheels. Please Telephone 01-8785374

Wanted
 For 1939 11C - radiator grill, pre-war bonnet flaps, black faced KPH speedo and all dashboard switches, plus any photos showing detail to assist in rebuild. Phone John Gillard (daytime) on 01-9286613.

For sale
 1938 11F, very original, rust/free, rebuilt.
 1932 AC4, major part of restoration complete.
 1946 Light 15, structural welding completed.
 1938 Big 15, restored bodyshe'll, new chrome.
 1936 big 15 Familiale, restored bodyshe'll, needs assembly.
 1954 Light 15, all MoT work done, needs finishing.
 Contact John or Bryn (daytime) on 01-9286613 (trade).

For Sale
 One pair of Light 15 Driveshafts, excellent condition no discernable play. £25 each plus P&P.

Wanted
 Pre-1965 ID 19 gearbox suitable for conversion to fit Light 15, if possible with controls and linkages.
 Contact Paul Widdup on 0548-830785 (home) or 0752-336606 (work), or write to: Netherfield House, Brownston Street, Modbury, Ivybridge. South Devon. PL21 0RG.

For sale
 CX20 Pallas, 1983 A reg., 66000m, one owner, immaculate. Regularly serviced by Citroen dealer. Bordeaux red, aluminium wheels, 5 speed manual. Contact: Roger Dyer on 0753 686414 (office) or 0483 223890 (home).

For sale
 From the editor's bookshelf: 'Renault' by Saint Loup, published 1957 by the Bodley Head. Includes chapters on the rivalry between Citroen and Renault. £4.50. Contact: Bob Wade (see page 3 for address).

Diary Dates

CENTRAL SOUTHERN SECTION MONTHLY MEETING

On the first Sunday of each month the Central Southern Section meets at The White Hart Hotel in Whitchurch, Hants. Whitchurch is situated half way between Winchester and Newbury just off the A34. The meetings are lunch time meetings commencing at noon. Food available.

WEST MIDLANDS SOCIAL SECTION MEETINGS

1st Wednesday of each month: at the Swan, Whittington, Worcester, 200 yards off Junction 7, M5. Please contact Simon Saint, 'Snigs End', Daines Green, Glaines, Worcester. Tel. 54961 for directions or info.

NORTHERN SECTION MEETINGS:

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

LONDON SECTION MEETINGS

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

Club Tools for Hire

Front hub and outer bearing puller
 Deposit: £25 Hire: £2.50

Top ball breaker
 Deposit: £15 Hire: £1.50

Bottom ball breaker
 Deposit: £25 Hire: £2.50

Inner bearing unit
 Deposit: £15 Hire: £1.50

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

Workshop Manual Loan Service

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

cheque for £25 made payable to the T.O.C. - this will be cashed but your deposit will be returned if the manual is sent back in a complete and good condition. Please also send a separate postal order for £2.50 for postage, made payable to A. Hodgekiss. Enclose a SAE for return of your deposit. Manuals available from Tony Hodgekiss, 94 Oving Road, Chichester, West Sussex PO19 4EW.

Club Shop price list and ordering details

Greetings Cards
 Pack of six £1.50
Mugs
 Traction with Citroen logo £1.99
Framed Prints
 19" x 15" Traction prints (each) £15.00
 See Sept '87 mag for designs

Posters
 "Les Tractions" £1.99
 "Traction Avant" £1.25
Models
 Burago 15CV/20 £4.99

T-Shirts
 "Citroen" (10-12 years, S, M, L, XL white) £3.99
 "TOC" (assorted sizes and colours) £2.50

Sweat-Shirts
 "Citroen" (S, M, L, XL Navy) £7.99

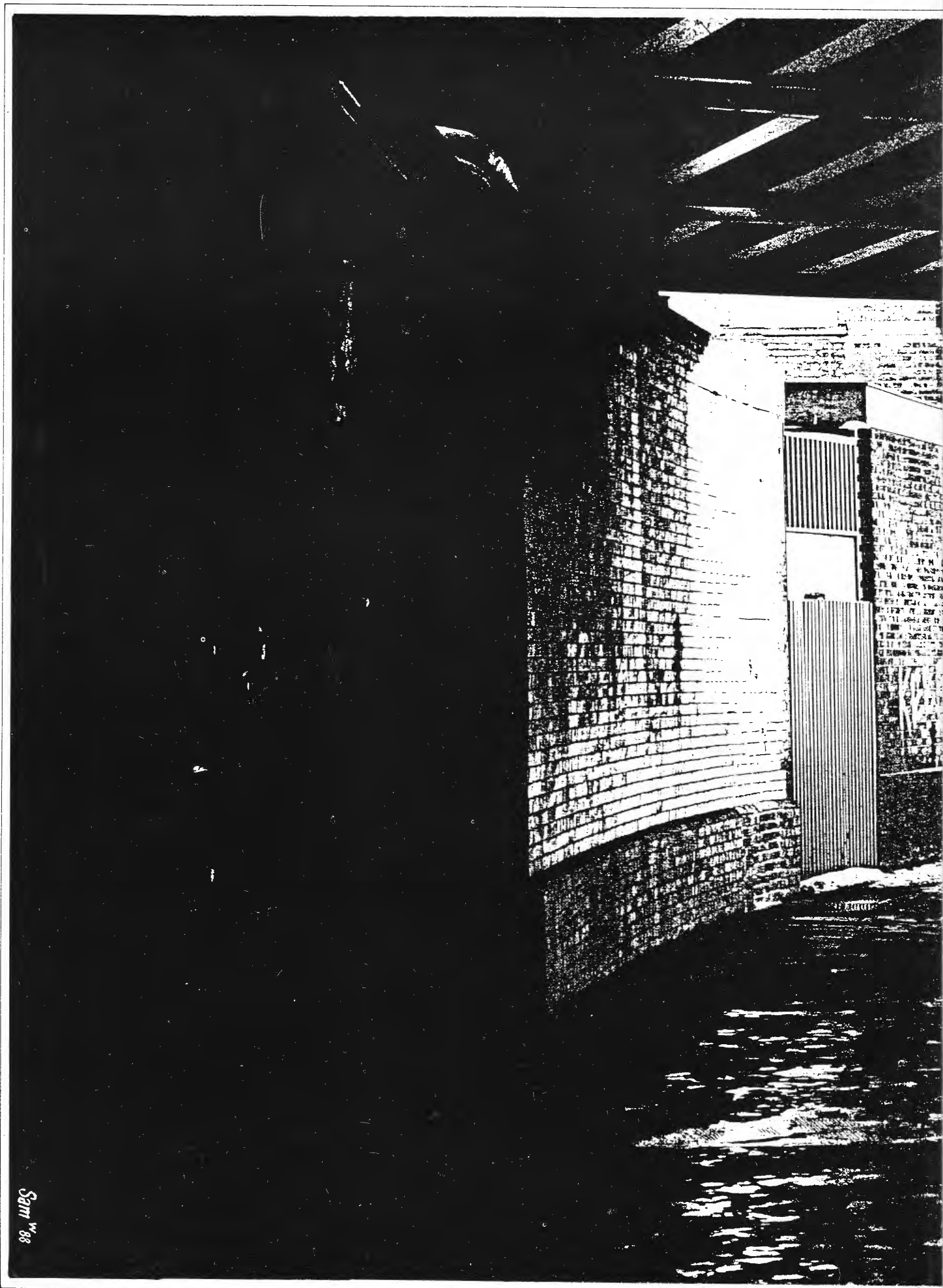
Badges
 Metal TOC Bumper Badge £9.99
 Button Badge £0.50
 Enamel Brooches £1.99 (green, white, yellow, black or red)
 TOC Windscreen Sticker £0.99
Black Numbers Floating Power
 1 copy £2.00
 2-9 £1.50
 10+ £1.25

For Club Shop address see page 3. Please add 50p p&p for orders under £10.00. Make cheques payable to TOC. Overseas orders by Sterling International Money Order please.

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

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

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



Sam '88