



CITROËN



*La séduction a toujours été une des caractéristiques
les plus marquantes des automobiles Citroën*

Baudry de Saunier

Don't believe those stories about E-type Jags being the ne plus ultra of bird-pullers. This 1929 ad, openly boasting of Citroën 'seduction', demonstrates that a Six will get you two (even if they are rather discreetly silhouetted).

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Floating Power

Volume 14, Number 1/2

June/July, Nineteen Hundred and Eighty-Nine

SURPRISE, SURPRISE! It has come out of hiding. No you are not seeing things, this is a genuine issue of *Floating Power*, the magazine of the Traction Owners Club. I will surely be criticised for such a flippant tone over what is really an important subject.

I am as fed up with the non-existence of the magazine as anyone. Being a member of the committee which organised the Annual Rally at Stratford you can imagine our frustration on the lack of in-house publicity for what should be a prestige event for the Club.

However the past is exactly that and no amount of wailing or whining is going to change anything. If anyone thought that they could do better, why did they not volunteer earlier. Now is the time for a concerted effort to make sure that we can get things back onto the right course.

With that in mind there has been a minor change in that I have agreed to take on the editor's duties for the next twelve months. Bob Wade has a big commitment at work and is not able to give the magazine his best shot. Thanks Bob for all that you have done for the magazine and for the archive work and contributions that I am sure you will make in the future.

I have no intention of changing the format of the magazine because that is in any case determined by what is submitted by the membership.

What I do feel strongly about is the regular issue of the magazine. It is THE communication between Club members who are spread all over

this country and also those abroad. To this end some short cuts may be made to ensure the issue of the magazine is on time, it is this which may cause a slight change in the appearance of the layout. It may also mean that if there is not enough 'copy' submitted by members there may be reprints of old articles or even blank spaces. I appeal to members, all members not just regular contributors, do not allow this to happen.

Suggestions for articles are always welcome, however those that suggest will probably be asked to act upon their suggestion.

Perhaps the local organisers could write a few words on the monthly meetings. This would show that meetings do take place and are not just hopeful advertisements. I am sure this would encourage increased attendance. Harking back to the Annual Rally, it was advertised in some of the national magazines and it was evident from the response that there are quite a few 'Traction' owners who are not in the club. If we can show that the club is working throughout the country perhaps we could attract these people into the fold.

Hopefully,
David Gardner

MEMBERS' CARS TRACTION Without WEARS

Bob Cordon Champ tells of the safe way to bring a Traction back from France



11BL with Alfred, our mechanic.

THIS IS THE STORY of the coward's way out, the safe and unadventurous way to get a Traction home — or, if you make a mistake pulling the trailer around, the way to get yourself in traction when you get home.

The lady wife had this secret desire, do you see, only to be satisfied in France. Lurking there, ever since Maigret on TV, was this longing, not for Rupert Davis or Ewen Solon but for a Big Six Citroën. Patiently, I showed her the pages of 'La Vie de l'Auto', the prices asked for a 'Reine de la Route' and she settled for an Onze. The annual holiday promptly became a series of halts, looking at one or two likely and a whole load of unlikely cars. Finance restricted us to the 'dans son jus' variety of Citroën, an expression usually translated as 'original but uncared for', one of the stages up from 'semi-epave' (a bit of a wreck), 'epave' (a wreck) and 'pour pieces' (bits of a wreck). A couple of possibles were

seen but rejected because of the French habit of adding fake fur interiors and layers of metallic paint over rust, but, eventually, we found a 1950 11BL, original Paris registration 7251 M 75, but taken by its owner to Chablis and given new papers as 7474 QH 89, and unused for some time. It went and wasn't rotten, so Madame clinched the deal with a Eurocheque.

We had already planned a break at Fontainebleau for a week in October (Yes, I know that if we didn't have these holidays we could buy a better car, but life isn't all wheels, is it?) and a 'phone call to a suspicious clerk at P&O made space for a trailer. No, it wasn't a business trip, no we didn't want freight rates, yes, we were bringing back our own car. Now to find a trailer.

The local plant hire place, Advance of Cannock, hire us a beautiful, tilting-deck,

four-wheeler for ten days and we were off. A minor problem was the ancient SAAB 99's incontinence at Portsmouth, soon solved with a secondhand radiator cap from a French breaker's. Our road car is also 'dans son jus', mainly from transporting my growing collection of VeloSolex mopeds on its roof.

No problem from French customs, and the first day was spent visiting friends in Auxerre and loading up in Chablis. Loading was no problem, of course, with a runner and a good trailer. Towing was just a touch interesting, though, with 1985cc of fwd car towing 1700 kg of trailer and car, outfit all up weight 2900 kg! She went like a watch, steady as a rock but generally unable to exceed 80 kph. Fortunately, a farmyard near to our gite was happy to store the loaded trailer and so we forgot about it until the return journey.

No problems there either, the only major hazard other than the holiday drivers being the questions while parked at Le Havre, mostly from French people who don't, on the whole, comprehend (1) The old car movement and (2) Why 11BL's can't be bought in England. French customs were courteous and thorough, the Carte Gris (logbook), receipt and Certificat de Vente (equivalent to the tear-off bit of our V5) scrutinised carefully. Naturally, it was a damp day and an 'in' tide leaving us with a slippery loading ramp to 'Viking Voyager' stretching into the sky. A deal of explanation was necessary to the loader as to why the SAAB wouldn't get up it at walking pace behind the car in front! All clear at last, lady wife and tremulous off springs belted in, right foot hard down, along the dock flat out, up the ramp over the top and down again, braking hard to avoid going out of the other end of the ferry and into the water. So that's why both sets of doors were open! Into the no-smoking 'loungé' for a quick G&T and



Early sunlight through the trees of Ile de France.

(Right) My 11 BL is fitted with a Neiman steering and ignition lock which work well. Other Traction owners may note that an almost identical lock was fitted to some Morris Minors, around 1970, and this may fit a Traction.

snooze 'till Portsmouth. Easy isn't it, this business?

Except for the English Customs, of course. 'Anything to declare?' asked the Keeper of the Red Lane. Silently, I pointed to the Traction and trailer. The the questions began. "How much? Where from? Where's the documents? (his grammar, not mine!) Why had I bought it?" and so on. Now I am familiar with the importation of rusty mopeds but this was ferocious indeed. Did I know that VAT was payable? Did I know it was an offence to evade it by producing a low-value receipt?" "But my receipt is correct". "No, it isn't, much too low". "Here is the paper, 'La Vie de l'Auto, look at the prices". And so on.

After about an hour of interrogation and dark conferences with fellow 'officers' (are there never Customs 'other ranks'?) a bill was produced for VAT on, roughly, twice what I had paid for the car. 'Pay it or leave the car here'. We paid and left, wondering how a price could be authenticated to satisfy a Customs man. A letter from a French Judge? The transaction on video, in the presence of two gendarmes. Who knows?

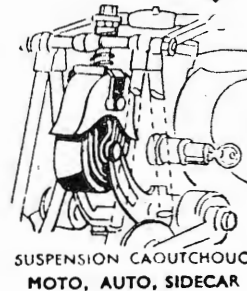
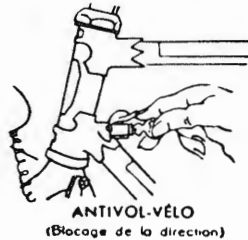
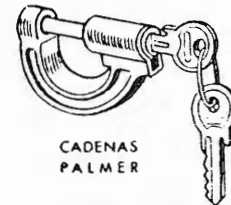
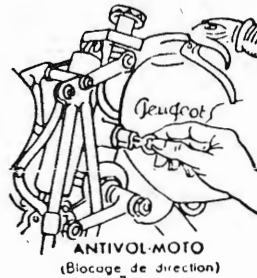
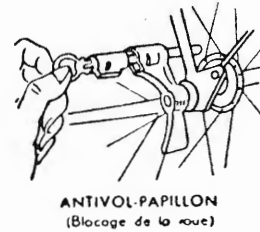
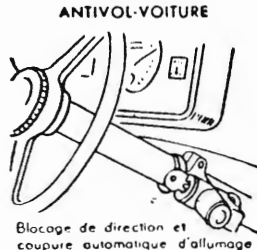
Back to Walsall was an easy journey, despite being unable to stay in the Oxford M4 Granada Services owing to pack of yelling louts arriving, fresh from the pubs, in XR3's. Why do the drivers of Escorts and Capris appear so downmarket?

At home, drive her off the trailer and off round the block. (Yes, properly insured. It is apparently, not illegal to drive a vehicle on European plates providing that it is insured). What is that red and white car with the blue light following me for? Obviously a Traction enthusiast interested in observing the roadholding! After a couple of miles he turns off and I stop holding my breath. A few, a very few, more trips and into the garage to be 'Anglicised' and for the somewhat dodgy clutch to be looked at, as well as 'jus' removed. A few weeks later, a bonus. A cheque for £66 arrives, courtesy of the Inland Revenue, as 'excess duty paid'. No apology for making two professional people feel like criminals, though.

Trailer in retrospect? A good idea. No accident insurance or breakdown worries – the SAAB is still with us – though lacking the adventure feel. The Traction's boot can also be filled with food and wine instead of toolkits and spare parts. What you need to smooth the passage is a complete set of Carte Gris, Certificat de Verte Trailer and Contents Insurance (thank you, Scott & Co.) and receipt – without these an interview with French police can be a painful experience – as well as plenty of back-up support for the price paid. What you don't need is a bogus receipt. The Customs are not fools and know, as their computer tells them, that a 1929 Delage doesn't come for £200. An acquaintance tried this and spent four hours in the tank at Dover, emerging with a full duty bill and a fine of some hundreds of pounds!

Now, Madame has her Traction. What about a Voisin or a Vélocar for me?

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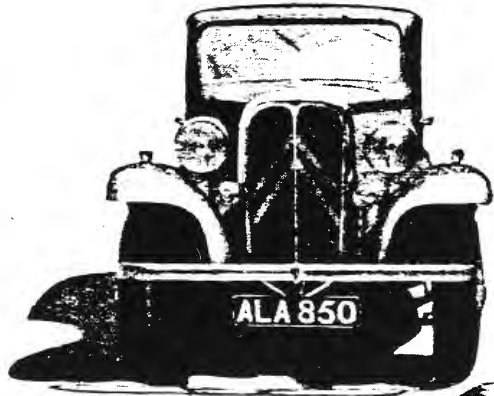


There's a limit to how far a Saab with 2000 kg behind will go up a slope!

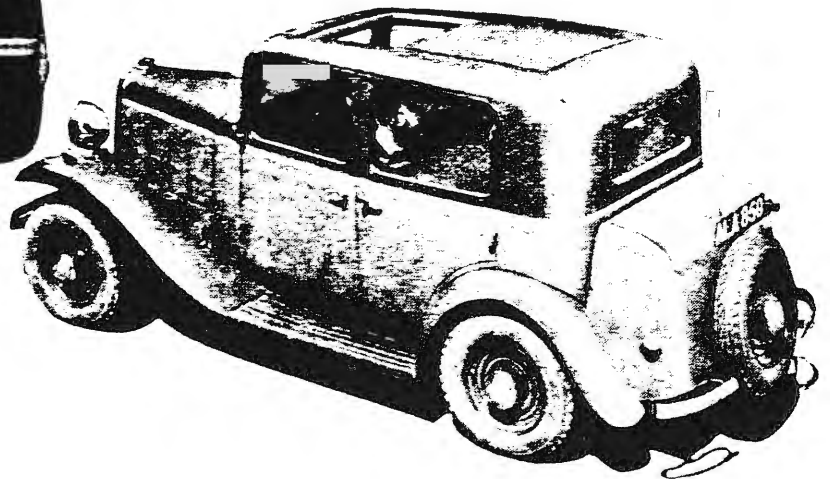
Reproduced by kind permission from 'The Motor', July 1933

THE NEW CITROËN LIGHT TWELVE

A Well-built Four-cylinder Saloon Car of Modest Price and Sound Performance. Riding Comfort a Feature



(Left and below) Externally the new Citroën Light Twelve resembles the 10 h.p. model. Note the clean lines of the steel body, the luggage container and the "out-size" tyres.



possible to accelerate quite smoothly from a walking speed on top gear without any fuss or vibration.

The car is one which seems to revel in really hard driving, and a fine average speed can be set up from point to point. For example, a 100-mile journey on the Great North Road was covered in 2 hrs. 28 mins.

CONSIDERABLE changes were made in Citroën cars for 1933, and, in addition to carrying forward the well-known Big Twelve and Twenty in improved forms, an entirely new model, known as the Ten, was introduced. It has now been decided to market two additional models, which are to be known respectively as the "Light Twelve" and the "Light Twenty."

In each case the principle consists of using the established engine and gearbox unit in a chassis of somewhat smaller dimensions so as to enhance the performance, albeit at a slight sacrifice in body space as compared with the standard productions. The prices are decidedly modest, the Light Twelve saloon costing £225, whilst the Light Twenty saloon costs £275.

Some Coachwork Features

We have recently carried out a prolonged test of the Light Twelve saloon, this being fitted with the Big Twelve engine, which has a capacity of 1,767 c.c.; the general chassis dimensions approximate to those of the 10 h.p. model. The mon-piece steel body structure is, indeed, exactly the same as that of the Ten, this being a four-door, four-window job of smart appearance and extremely strong construction. It will be remembered that the doors are exceptionally wide, so providing easy access to the seats and reducing the blind quarter area to negligible dimensions.

The gear ratios are somewhat higher than those of the Ten or Big Twelve, "top," for example, being 4.7 to 1. This feature, combined with the excellent insulating effect of the floating power engine mounting (employed under Chrysler licence) results in a very pleasant cruising

speed at 50 m.p.h. There is a certain amount of induction roar at full throttle, as when accelerating, but this vanishes when the pedal is lifted to a slight extent.

Despite the fairly high gear ratio, the car has quite a lively performance and is capable of maintaining its normal cruising speed up all ordinary main-road hills. The influence of floating power is also seen at the low end of the scale, it being

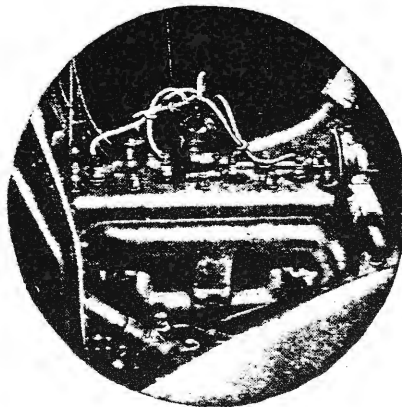
and the engine was as quiet and docile at the finish as at the start; neither did heat or fumes penetrate to the interior of the body, despite the hot weather.

The outstanding transmission feature is, of course, the use of synchro-mesh for the engagement of top and the silent second speed of the three-speed gearbox. After declutching, it is only necessary to exert a steady pressure upon the gear lever for the upward or downward change to be completed without shock or clashing. The time required for synchronization is very short, amounting to not more than one second when changing down at quite a high road speed and decreasing at lower speeds.

Convenience of Synchro-mesh

The chief convenience of the system is that it renders double declutching entirely unnecessary, so that one can, for example, change down while braking without feeling the need for three feet! Then, again, when descending hills, one can slip into neutral with the certainty of being able to re-engage top gear without difficulty.

Riding comfort, combined with a high standard of road-holding, are other strong features of this Citroën model. Long semi-elliptic springs are employed, damped by Luvax



The four-cylinder side-valve engine has a capacity of 1,767 c.c. and is mounted on "floating power" principles. Note the accessible ignition distributor.

THE NEW CITROËN LIGHT TWELVE—

Contd.

hydraulic shock absorbers with thermostatic control, and the car runs on "outside" balloon tyres inflated to about 21 lb. per sq. in. This combination gives very soft riding over rough roads and seems perfectly stable at speed on a main road. When cornering at normal speeds, there is but little rolling; a disadvantage, however, is that when driving fast on a bend (or when braking fairly hard), the tyres tend to squeal to a greater extent than is usual.

The steering, as in all previous Citroën models, is extremely steady, it being possible to drive the car

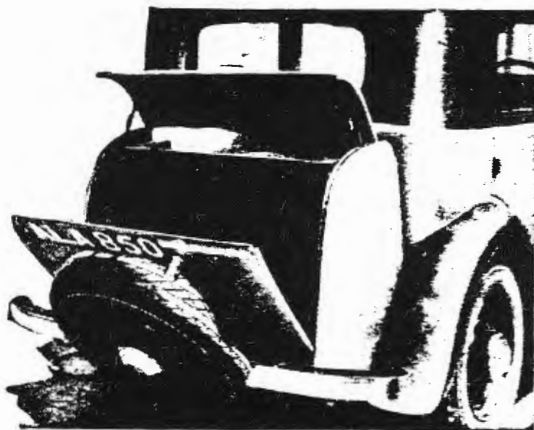
speedometer was found to be very nearly correct. There is no doubt that the road-holding capabilities of the car are to some extent attributable to the extremely rigid construction of the chassis frame. Our speed and acceleration figures, incidentally, were obtained with a new engine which had covered only 450 miles.

On Brooklands test hill the car made a good climb from a standing start, using bottom gear; it also proved capable of climbing this gradient on the second gear ratio of 9 to 1 from a rolling start at 30

be just a little too fine. The clutch picks up the load smoothly.

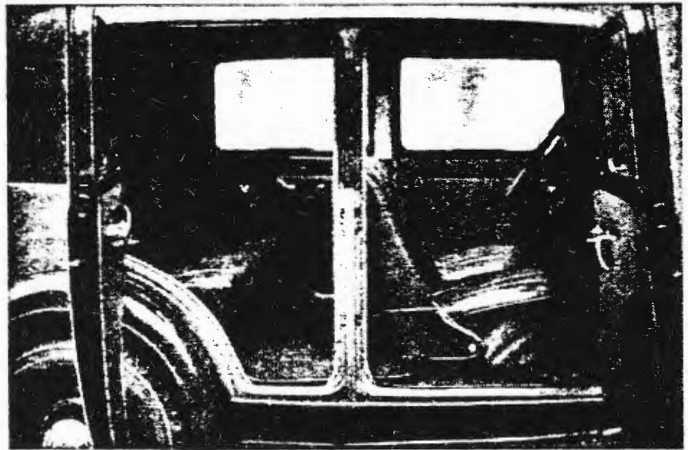
The steel coachwork is worthy of more than passing comment. The body, in addition to being shapely and exceedingly strong, provides plenty of room for full-sized passengers and is comfortably upholstered with coloured furniture hide. The front seats are independently mounted on Leverroll sliding fittings, and the rear seat is provided with a central folding arm rest. The floor is quite low and no wells are needed to give extra leg room.

The facia is extremely neat, and



around Brooklands track at over 60 m.p.h. with just the pressure of one hand on the rim of the wheel. The maximum speed recorded over the half-mile was actually 63.5 m.p.h., and the car will reach 40 m.p.h. on the silent second gear; the

(Right) The interior and unusually wide doors.



(Left) A steel container with lock-up handle provides space for tools and luggage.

m.p.h., the speed at the summit being 20 m.p.h. As a further test, the car was restarted on the 1-in-4 section, with two up; although it got away satisfactorily, the margin available on the fairly high bottom gear-ratio (14½ to 1) seemed to us to

carries all the usual dials in addition to controls for the ignition, starter and carburetter; a Solex self-starting instrument is fitted. The lights are operated from a control conveniently placed on the steering column. Safety glass is included in the specification.

At the back there is a large steel container, forming a curved tail, in which considerable space is available for housing luggage, and here there is also a tray for the tools.

TABULATED DATA FOR THE DRIVER

CHASSIS DETAILS

Citroën Light Twelve saloon: Four cylinders, side valves; coil ignition; automatic and manual timing; 75 mm. by 100 mm. (1,767 c.c.). Tax £14.

Gearbox: Three speeds with silent second and synchro-mesh; central control. Ratios, 4.7, 9.0 and 14.5 to 1; reverse, 17.6 to 1.

PERFORMANCE

Speeds on Gears: Top, 63.5 m.p.h.; second, 40 m.p.h. Minimum speed on top, 6 m.p.h.

Fuel Consumption: Driven hard, 24 m.p.g.; 8½-gallon rear tank.

Acceleration: Standstill to 50 m.p.h., through the gears, 27 secs.

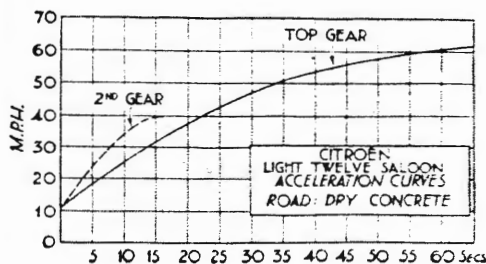
DIMENSIONS, ETC.

Wheelbase, 8 ft. 10½ ins.; track, 4 ft. 4½ ins.; overall length, 13 ft. 6 ins.; width, 5 ft. 6 ins.

Turning Circles: Left and right, 36 ft. diameter.

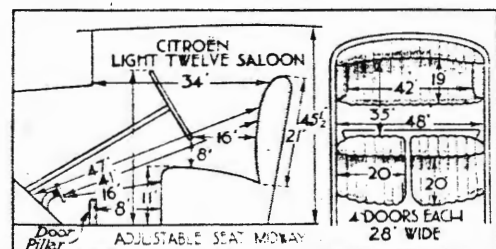
Weight: With two up, as tested, 27½ cwt.

Price: £225.



BRAKES

SPEED	STOP
m.p.h.	feet
20	16
30	31
40	70
50	102
60	135



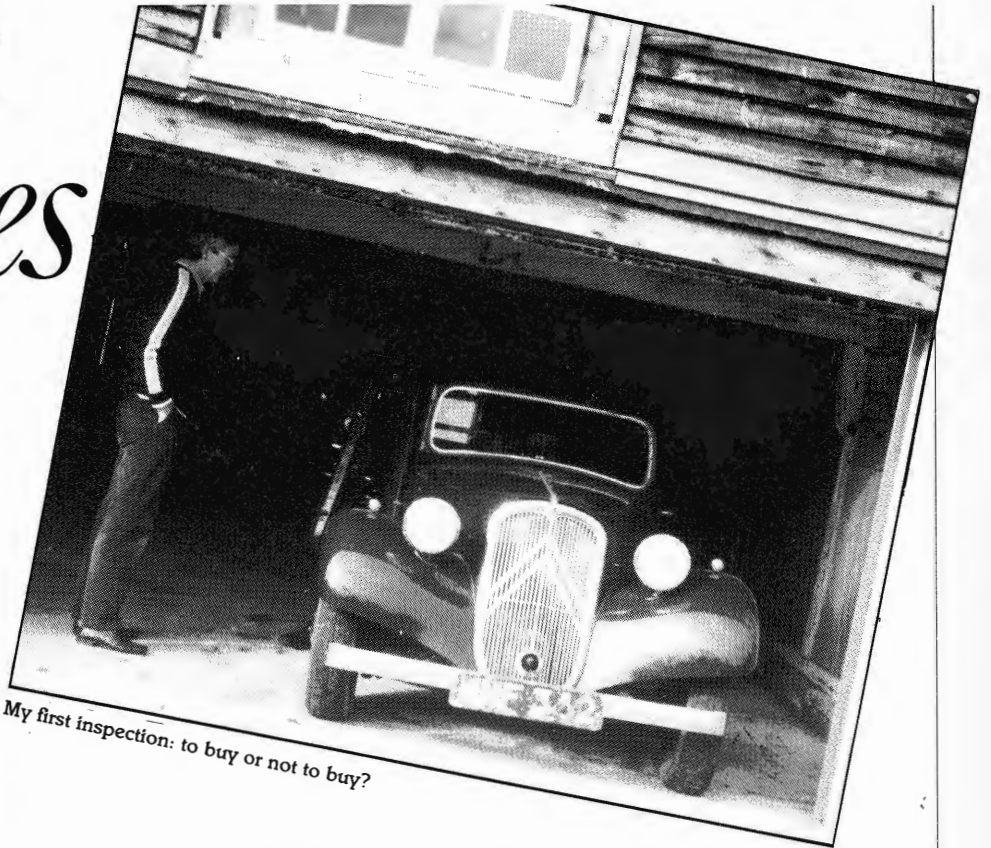
Traction Memories

by Martin Nicholson

I SUPPOSE IT WAS back in the long, hot summer of '59 that my love of Tractions was first born. I spent several weeks of the school holidays with a French family on the coast of St. Lunaire just outside Dinard in Brittany. (Sounds just like Enid Blyton's Famous Five doesn't it!).

I had previously spent some time in Paris on a school exchange but the family there drove an American Chrysler! No, St. Lunaire was my first real introduction to France and the way of life that both Vicki and I, and indeed many other British Tractionists enjoy, all too infrequently. The family, whose name I forget unfortunately, had one small and one large car and unless you are onto your fourth G&T whilst reading this you'll probably have guessed that one was a 2CV and the other a delightful Quinze, the rear of which you can see in the photograph.

Like all Tractionists I can't really explain what attracted me, and I realised later that I should have been chasing girls instead of dwelling over cars! Perhaps that's why I've taken so long actually to buy a Traction (better not let the wife read this!). I digress, memories of shape, body line, curves (yes, we're back on Tractions again!), acres of



My first inspection: to buy or not to buy?

legroom in the back, no transmission tunnel? (couldn't understand that to start with!), comfort, amazing cornering, cloth seats, really funny gear lever, the list is endless. It was, of course, around that era in the late 50's when the Maigret series first appeared on BBC TV, and this may have had some bearing on the matter, I don't really know.

During the sixties and seventies my motoring interests turned to motor rallying and I progressed through Anglias, Cortinas and Escorts until eventually it all became too expensive and indeed too dangerous, or perhaps it

was something to do with age; anyway, my thoughts turned to preserving cars instead of destroying them!

In the early eighties I started thinking about buying a Traction, except that I didn't know they were called Tractions then, but like all my good ideas, they always get put on one side to deal with later and it was not until '87 that I started looking seriously. By that time, dear readers, you will realise that the classic car market had started to go mad! I was keen to buy something to restore and not a car that had already been finished. In retrospect I wonder if that was such a good idea! I have received enormous amounts of help and advice from TOC members and I won't mention names but you will all know who you are. I will say, however, that visits to your local area meetings are a terrific help to all would-be purchasers, and indeed for all people with interests in Tractions.

Eventually I purchased a 1951 Light 15 which had had some structural work done, some re-wiring (that was a joke!) and a very premature respray, but nonetheless ran well. I spent a long while checking over the vehicle and having negotiated a reduction, the car was trailed home two weeks later. So began the drain on finances, with which you will all be familiar. I once asked Dave Gardner, our Assistant Editor, if he was prepared to reveal how much his car had cost him. His reply was just that he didn't realise he had so much money!

To be continued



Brittany, summer '59—surprisingly large, these 15/6s!

NO SUBSTITUTE

Sam Wells on what it's like to be Tractionless again

"WHY DID YOU EVER get rid of that old black Citroen?" ask the neighbours accusingly, "it was such a nice old thing." Ah, they only love us for our car.

I must admit that since selling our Normale last year, there are times when I ask myself the very same thing. The fact of the matter was, though, that the car was beginning to get to the point where it was too good not to spend some serious money on it—door bottoms starting to decay, cracks on the apogees of the wings, carpets dank as a dog's breath, headlining fraying at the edges; you know the sort of thing. Nothing, in truth, that a proper respray and visit to the trimmers wouldn't have fixed to perfection—nothing that a quick four or five grand wouldn't have solved. And I'd have been happy to spend it, if it weren't for the fact that I'm still in the midst of funding the restoration of what will be our more than perfect Light 15.

So, the Normale had to go, and in the meantime I have been sampling some other forms of transport while waiting to become Traction-mobile again.

First off, was the purchase of a cheap old Alfa to run around in (and specifically to get down to the south of France quickly in for a brief summer holiday. For considerably less than a respectable Traction, we purchased a 1976 Bertone Coupe with a massive engine squeezed under the lid. Bulging muscularly with cast aluminium block pipes, reservoirs, heater tubes, twin carbs and, for all I knew, microwave ovens and laser spectrometers, it was a far cry from the puritanical plainness of the Traction's underbonnet landscape. Not a bad shape overall, either—a Bertone rather than a Bertoni—though not as timeless as the Citroen. And it certainly went very fast; Golf GTi drivers, habitually behaving as though invading Poland, could easily be dismissed with an Italianate snarl. Nice gearbox, too—snickerty-snick from first through to fifth without so much as a graunch, if you timed it right.

But, for all this sensual pleasure, it was in



Alfa no match for Traction



2CV best car in the universe?

the end an unsatisfactory machine. That great lump of an engine, together with a light body and a 2+2 seating configuration, made it more nose-heavy than Cyrano de Bergerac; and the power of the engine, allied with rear wheel drive, made it more than treacherous in the wet. Now, those who roar down to have a pint or eight of lukewarm English beer at the Firkin and Legover while discussing lap-times and pole positions of the decade will always affirm that there's nothing like like a good fourwheel drift in a rear wheel drive motor, and that fwd just doesn't cut it. That is, of course, arrant nonsense. There's a certain S-bend near us that the Normale would go through, without thinking about it, at a far higher speed than the Alfa. If you did think about it, the Alfa would go through it fast as well; but the Traction would do it with less fuss.

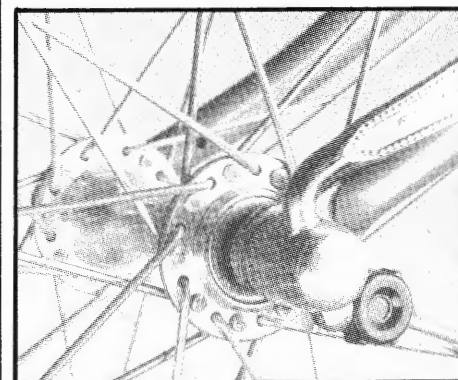
And as for build quality, well, just as the British can't make cars as well as they can make steamed syrup puddings, the Italians never could make cars as well as they can make suits. Indeed, the thirteen-year-old Alfa was in a far worse state than the thirty-six year old Traction ever was.

Better by far—and still one of the best cars on earth (and even the Universe, since it's probably superior to a moon buggy)—is my wife's 2CV. Ah, but if only they'd make it better. Charge double the price and give it the build quality of a Merc, and throw in a real heater at the same time, and it really would be the best car in the world; but whether a sufficient number of people would appreciate it as such is another matter. Unfortunately the media has taught us that a desirable car should look like a chocolate eclair that's been sat on by an elephant, and should sound like a warthog with explosive diarrhoea. The fact that the 2CV looks like a narrow slice of Edam cheese and sounds like a small schoolboy blowing raspberries undoubtedly puts a lot of people off. But it's one of the few vehicles that you can drive to its limits without either breaking the law

(more or less) or coming adrift; it also teaches you true energy husbandry in that every journey becomes a series of planned surges and countersurges—keep the rhythm going and you'll get places surprisingly fast, but lose momentum and you'll take a long time to build it up again.

Best substitute of all, failing a Traction, has been my aged Claude Butler 12-speed. For the uninformed heathens amongst you, this is a reasonably good compromise between a racing and a touring bicycle. This elegant machine had been languishing in our garage for some while until I recently felt the creative urge of restoration come upon me. A trip to the local cycle shop and a modest (by Traction restoration standards) expenditure of about £35 bought me a few essential items of state-of-the-artness, such as new brake handle covers, some Italianesque handlebar tape, and an orthopaedically-designed saddle complete with scrotum groove. A complete strip down and rebuild took no more than a weekend—including a new paint job. Try that with a Traction. As a result, this 'Douze' probably accelerates as fast as an 'Onze'—though not as well as a Quinze, perhaps. And it could well be that the top speed isn't far short of many a Traction, either.

Alas, I still don't think it's quite the same—I can't quite imagine turning up at the ICCCR on a bicycle, though it would certainly be preferable to arriving in something as downmarket as an Alfa. As I'm sure many others have found before me, when you've once had a Traction, there's nothing else that can replace it—except another one.



Pedal power proved satisfying

Southern Social

Once again, Martin Nicholson reports from the Land of the White Hart...

SON STEVE AND I arrived just in time at the Central Southern Meeting on 5 February to greet some new friends and Tractionists, Loes, Bert and Niels Dyksham, originally from Holland but now living in Woking, but via Tunisia, where they acquired a superb 'Quinze' in absolutely original condition. (Don't touch it Bert, leave it just as it is!). They were wondering whether they had picked the right day due to the absence of other Tractionists in the car park. (Yes, sorry, we were in the GTi again!).

Spread out inside we found Mike 'just a pint for me' Wheals, Steve and Julie Reed and children, Stan, Gwen and Paul Barker, Dave Stockwell 'sans' Grace, oh and incidentally Steve was 'sans' whiskers, hardly recognisable really, a mere slip of a boy!

We were joined by Jon and Jilly Pease and young Tom, their friends; and yet more new members, at least new to the White Hart, James Maisey and family from London and Salisbury in that order! James had recently purchased a very attractive 'Quinze', yes! two cars on the same day!, this time an ex-club members car. James and family are looking forward to many events in '89 (You too can find a list on the back page of the magazine!). If only the Chairman had arrived we would have had a fine trio of 'Quinzes' in the car park. As it was our inspection revealed Jon and Jilly's Big 15 which made an extremely attractive line-up especially in the winter months.



One of the last views of Tidbury Hill – this road is no more!

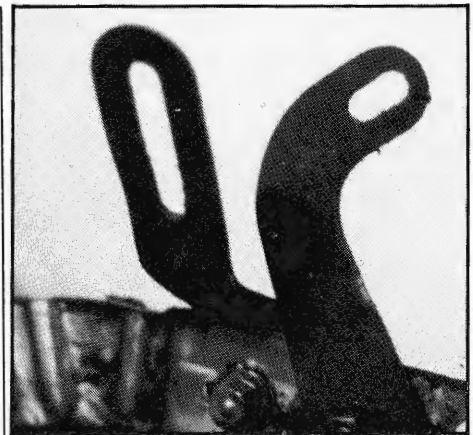
To all new members, the Dykshams and the Maiseys, welcome!

Just out of interest, I wondered what everybody else was doing with their cars. Steve is working on his 'Normale' and is aiming for a completion date around the end of May. I am also aiming for around the same date particularly as ex-Chairman Bernie Shaw has purchased a Traction from the Bilneys, can't have competition in the Bracknell/Wokingham area! Stan Barker's car is hibernating for the winter (what winter?) and Dave is still looking for a 15/6 (aren't we all?) or an Onze Normale. So any offers contact Dave Stockwell via the Secretary Steve Reed, address inside front cover. Bert and family have promised they won't do anything to their delightful 'Quinze' and James likewise is set to 'enjoy his car'. The Mike Wheals 'Traction production line' is at present working on David Cripps-Harris's Light 15 which is nearing completion.

On the spares side Mike and Steve are about to produce some wiring looms, initially for Light 15s, I believe, and Mike is also working on a Mini-based heater for Light 15s/Onzes so that we can keep our toes warm and stop worrying about the dreaded condensation problem.

An attendance of 23 members, families and friends, an excellent turn-out, so if you are still thinking about coming, stop and do, you'll be most welcome!

P.S. On a sad note we said goodbye to Tidbury Hill, completely removed due to



Poser: does the left one go on the inside or outside – and what about the right one?

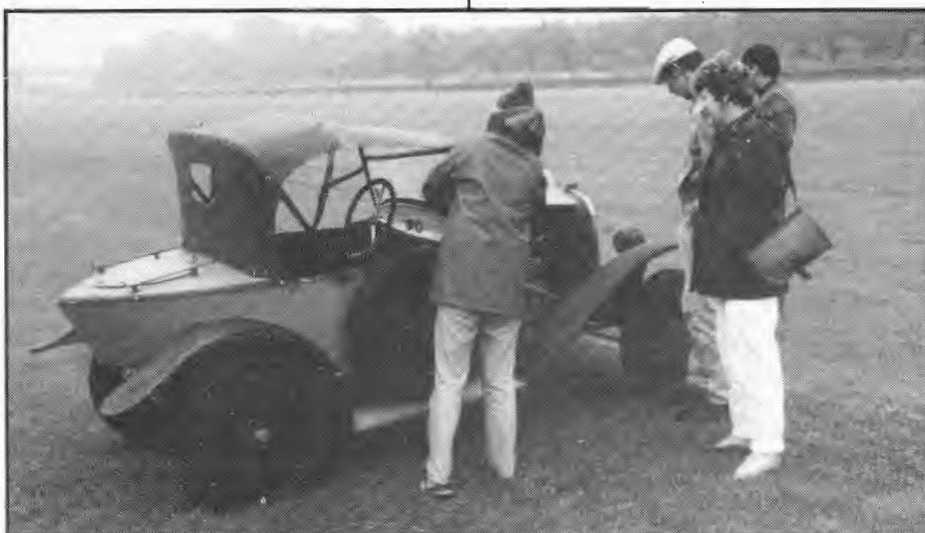
modernisations on the A34, and one of the best panoramic views over Hampshire generally and Whitechurch particularly, and also an excellent 'snapping' position for a 'long line of Tractionists'!



COMPETITION

What's chairman Roger Dyer about to do or say to seated Martin Nicholson at the White Hart Xmas Lunch?

Answers on a postcard to the Editor.



It wasn't all Tractionists – seen at the Popham 'Wings and Wheels' day.

THE SECOND TOUR OF BELGIUM

OR BELGIUM REVISITED

by Colin Gosling

I SIMPLY COULDN'T believe Herve de la Briere's confident prediction that the weather for the second Tour of Belgium organised by the Club Belge des Anciennes Citroën would be fine and sunny. I had telephoned him a month before to confirm the names of the participants from Britain. So I took clothes appropriate for the wet and the cold I tend to associate with the Ardennes. But how wrong I was, and how absolutely right was Herve!

The four of us – Roger Dyer and Mike Wheals in Roger's Big 6, Dave Gardner in his Light 15 (taking part for the first time) and myself in the Big 15 – had four of the most pleasant, spring days of beautiful sunshine you could ever imagine, and not a single drop of rain! We couldn't have seen the delightful Ardennes region of Belgium in better conditions.

Having friends in Brussels from my years of working there in the early '70s, I crossed over to Belgium a couple of days before the tour began to renew old acquaintances. The tour itself began in Dinant on the River Meuse, south of Namur, on the Thursday morning – Ascension Day – where no sooner had we checked in at the local Citroën dealer and received the information pack, stickers, and other necessities, then we set off along the river towards Bouillon – some 40 cars in all, 26 from Belgium, 10 from France, 1 from Germany, and the three of us from "jolly old". Most cars had already long since departed when I reached Dinant at 10.30

a.m. Soon "old" faces of participants of the first Belgian Tour in May 1987 began to appear in cafes along the route. Lunch was at our discretion that day and there was certainly no shortage of attractive riverside hostelrys in which to savour those first Belgian trappiste beers and sandwiches jambon d'ardennes. I was enjoying a lazy cup of coffee with a couple from Gembloux when Patrice Crusson from Brittany arrived in his Splendilux. He came over to join us, with an innocent-looking bottle in his hand! Calvados in a lemonade bottle? Whatever next? Suitably refreshed by his hospitality, I motored on, and caught up with Roger, Mike and Dave at a cafe in the next village. They thought I'd got lost on the way down from Brussels – I must somehow have earned a reputation! And they had set off, as it happened, just before I reached Dinant. Dave was having problems with his starter-motor; Roger had noticed a petrol leak – otherwise, all proceeding well. From then onwards, the four of us tended to stick together in a sort of mini-convoy, for practical reasons – Mike navigating, Roger driving, with Dave and me following. Only Dave Gardner, to my knowledge, has ever perfected the imperfect art of driving and navigating on one's own! But on this occasion we spared him the responsibility, and left the hard work to Mike.

We moved on along the valley of the



The Author's car.

River Semois through Beauraing, and met up with yet more friends from 2 years ago. The countryside was superb – trees bursting with fresh green foliage, tulips at their best, and late spring blossoms not yet totally swept away by the wind.

We arrived at Bouillon, just north of the French border – a most attractive town with steep banks, and an enormous chateau dominating the Meuse. The local organisers had put on a tour of the town for us in a Bedford train! We checked into our respective hotels, Dave resigned to the reality of sharing a room with me (until we discovered a single room for him in a neighbouring hotel!). The organisers had spoken of accommodation in the best hotels; even so, not a lot could be said for the plumbing in Bouillon – let's just mention that it was on the rustic side!

Day two saw us cross the Ardennes to Liege via Bastogne. It was the most scenically-pleasant day of the tour. We followed the River Semois once more to Florenville and through the Foret d'Anlier. We travelled in small groups, stopping intermittently. Two years ago, the trip had been 800kms long; this time it averaged 600kms. There was slightly more time to linger – but not for too long. We were welcomed in Bastogne by the local Citroën dealer for an aperitif, and given a basket of local "Walloon" specialities, courtesy of the syndicat d'initiative: a pity about the chocolate melting in the car that afternoon! Lunch – assiette froide – in the restaurant nearby: "Le Leo". I managed to come across some Rochefort trappiste beers in the local supermarket – for stocking up for next winter. The afternoon had us traversing more of the impressive, Ardennes countryside – Bourcy, Tavigny, Liernieux, Chevron (how appropriate!), Tiff and the valley of the River Ourthe. I have to say that Mike Wheals' navigation during the trip was pretty sound, although entering and leaving Liege really put him through (some would say "beyond") his paces.



Traversing the Ardennes.

We must have crossed the River Meuse (or was it the Ourthe?) a dozen times before arriving at the hotel on the Friday evening. Just where was the Palais des congrès for that reception given by the local authorities? Next to the Holiday Inn, where we stayed for two nights, of course, but how were we to reach it with a motorway in between? Only Mike was able to solve this conundrum (eventually!) and we arrived within a few minutes of the start of the reception. The British were lost again, chorused our Belgian traction colleagues! Still, we'd done some 200 kms that day – without really getting lost!

At this point, I should pay special tribute to the organisers of the 1989 Tour – Herve de la Briere, M. Gauquie, M. de Keyser, M. Danis, among others, who had spent over 18 months planning the event – researching the itinerary, plotting the route across some of Belgium's most unspoilt and undiscovered countryside, arranging all the receptions, meals and hotels, preparing the documentation, instruction packs, maps and paperwork – all in a highly professional and competent way. Their efforts paid off in the form of a trouble-free and most enjoyable rally. We pass on our sincere thanks to them. There were sponsors again this year – no more Duk'eau regrettably, but Citroen Belgium (with the flat-bed truck, the AX, the BX and the spares van), Nashua, the Banque Brussel Lambert and petrol coupons courtesy of Total.

Cars taking part this year were again principally tractions, but with a C3, a B14, two C4G's and a Coach Sigal representing the rear-wheel-drive Citroens. There were three 7C Faux-Cabriolets, and joining us later, after problems on leaving Ostend, Mr. Vincke in a very rare 7A saloon from May 1934; not forgetting, of course, the supertraction (Rosengart) and the Splendilux. All in all, a very good selection of cars.

Day three promised us a visit to the province of Limburg to the north of Liege. Our exit from the town will long be remembered for its scenic route through the docks and across the Meuse (and back) several more times! We got on our way, and found the countryside noticeably flatter than we'd been used to during the previous two days.

We visited some of the canals in the area, the most interesting moment being a drive



If you go down to the woods today

along one of the towpaths, at a snail's pace, just before encountering a large group of cyclists heading in the opposite direction. We had crossed the language frontier shortly after setting out and Flemish was the order of the day. We arrived in due course in Bokrijk. We had got lost again, but so had most of the others. Put it down this time to Belgian signposting, noted for being quite sporadic, and where it did exist often lacking in direction – but on our arrival, a barbecue of generous proportions awaited us. Bokrijk is a large and beautiful stretch of parkland, in the middle of which an open air museum has been created; over the last 30 years, old Flemish buildings, mostly thatched – farmhouses, barns, bakeries, cattle sheds and other structures – have been assembled into a collection now totalling some 80 in number; most date from the eighteenth or nineteenth centuries. We spent a couple of hours wandering among these fascinating buildings; we could have spent the whole day there! Many were really huge, some were more intimate, most had been "donated" to the museum. It reminded us of similar open air "living" museums at home. It had regrettably to be a flying visit for we were due back in Liege for dinner. We managed to exchange our first Total petrol coupons near Tongeren en route, but only

after the proprietress had taken her time to make several 'phone calls to reassure herself that they were genuine. For us however, free petrol was, after all, worth the wait.

As you might expect, we have some fruitful discussions during the tour on all manner of TOC and non-Toc topics. In an unguarded moment a committee member confided that he would be joining the Belgian Traction Club soon to ensure a regular copy of a magazine. (Shame! Editor). Along the way we gave as much publicity as we could to the Central Southern tour and other UKTOC events. The impressions we had of Belgium were of uncluttered roads, and long stretches offering fine driving conditions; the relative lack of traffic; generally, no litter or graffiti, clean towns, and local inhabitants with a keenness to indulge in the old-fashioned courtesy of offering each other presents at every opportunity, as happened on our last day, when each of us received a small token of appreciation from the organisers for having participated.

My car behaved itself this time – 1400 kms from door to door. The all-inclusive cost – £135 per person – was similar to that of 2 years ago. The next rally is likely to be in 1991, but in the meantime, the Traction Club of the Haute Savoie region of France is thinking of organising a rally at Ascension-tide in the intervening years. Details, eventually, from Mike Wheals.

And so on to our last day; from Liege back to Dinant via Ocquier and Havelange. More splendid scenery; and undiscovered back-roads making us realise how many weekends' work must have been put in by the organisers to research the route. We travelled now in a convoy of fifteen or so cars following "la route romantique". Lunch, and the prize-giving, was in the local casino; and then the farewells – till May 1991! The 1989 Tour combined routes, taking us past old farms and through small villages, with faster open roads, and all this variety contained within such a relatively, small geographical area of Belgium, the country one jokes about driving through in a couple of hours! Thank you, CBAC, for another successful rally! As you say "Bon Retour et au prochain Tour de Belgique!" We hope to be joining you once more in 1991 – that is, provided Mike Wheals remembers to renew his passport! and let's hope he doesn't run out of film yet again!



An intrepid trio – Ed, Social Sec., Chairman

The AGM, an impartial view from Vicki Nicholson

Friday nights are switch-off nights, so when asked if I would like to join the other half and younger son on a trip to the TOC AGM I thought 'why not' it would make a change. A nice little trip up the M4 and then I can sit and have a quiet little drink, while the 'lads' discuss their cars.

I arrived home to find my other half suffering, he had hurt his neck and could not drive, if he was going to make the meeting he would have to rest in the car! First part of my plans shattered, how many females reading this will understand my agony. I drive many miles, in fact more than my other half, but if I can help it I never drive him or our younger son anywhere.

We had arranged to meet Stephen at the airport, he works in London and was coming straight out on the tube. Our arrival was greeted with horror at the fact that I was driving.

The short journey to 'The Peggy Bedford Hotel' was not easy with two back seat drivers both with different ideas on how to navigate the rush hour. The verbal abuse I

got from a van full of navvies still makes me wince, but we made the 'pub' and that long anticipated drink. I got a really warm greeting, from Roger (Dyer) on entering the room where the meeting was to be held. I thought that he was pleased to see me but no, he wanted me, a non-member, to take the minutes. Ah well!

What follows is just a brief outsider's view of the proceedings, I will circulate the formal proceedings later. It was very clear that the officers are very keen and doing a good job. I may join because financially according to the treasurer, Dave Shepherd, the club is in a better financial state than last year. The discussion on getting a member to check the accounts seemed very sensible.

Socially the club had a very good year although many were concerned that they were not aware of events due to the lack of information on events reaching them. In fact when I looked at my notes it seemed that most of the evening was dominated by the lack of a regular magazine. Come on guys, a lot of you spent a lot of time whingeing, do

something. If everyone who said something wrote an article the club would have a very good magazine. Shall I list the topics; there could be one on unleaded petrol; one on insurance; etc., remember I have the names. (that's what I like, blackmail - Ed).

Membership is growing, and Steve Reed gets many enquiries every day, the Clubs fame is spreading, one even came from Hong Kong. Perhaps a 'Tour of Hong Kong' next.

Club Spares, this seems like a labour of love, Denis Ryland's wife is going to need lots of patience. All members must remember to follow the set procedure when ordering spares. Printing and the magazine came back into the discussion and a request for help was made, I understand since that David Gardner has taken over as Editor, this really is a hot article. All the officers were re-elected, which proves that they are good and have a lot of respect.

Any other business was varied, use of lead-free petrol, insurance quotes, workshop manuals, but eventually the meeting closed at 10.17 p.m.



Martin Nicholson, Berni Shaw, Alec Butney, Roger
Wilkins and Peggy Bedford!!
AGM 1989.

CLUB NEWS

View from the Front

Citroen may affect to treat Traction with disdain, and be faintly embarrassed by the vieille cuisine of the 2CV; but, malgré tout, they can't resist a well turned-out Normale. The January issue of official showroom sales-mag 'Frontlines' featured an article on design-dynasty action Sebastian Conran's Traction. Says Conran: "It's got a 42 foot turning circle, which is a bit impractical, but it's extremely comfortable, it's nippy and handles beautifully . . . the Traction Avant is a perfect example of good pro environment design, it's still here, not littering the countryside!"

Taking the Lid off

Traction Roadsters have been enjoying a pretty lavish press coverage recently – not only in the March issue of 'Classic Cars' featuring the Peacocks' deservedly-lauded re-creations, but also in 'Supercar Classics', where David Boyd's familiar white Roadster was featured alongside a classic Merc and a bathtub Porsche. Good to see the Traction rightly elevated to a 'supercar'.

Bert Who?

This issue's sneer goes to 'Restoring Classic Cars', whose April issue sported an interesting piece on the restoration of Citroen Ds. A shame, though, that they claimed that the car's shape was developed by "unknown stylist Faliminio Bertoni". Not exactly unknown, surely – there's a well-known photo of him sculpting the Traction bodywork which appears in many Citroen anthologies – and his real forename of Flaminio is long enough without adding that extra 'A'.

Where are they Now?

If you've been a TOC member for some years (yes, there are long-standing members – if that isn't too rude a phrase) and you'd been leafing through the aforementioned article about the D-series, you may well have clapped your hand to your forehead and exclaimed, "Golly! Doesn't that fellow waving the tricolore in that nice photograph look vaguely familiar?" And you would have been right, for it was none other than Steve Bull, former Floating Power designer in the days of Nick Hall editorship. Steve now seems to be a one-man PR industry for Ds, since he was also featured in a recent 'Classic Cars' article extolling the virtues of these cars for everyday use.

Going Spare

The Club spares have now moved to their new nesting place in the dutiful cars of Denis Ryland in Gloucestershire. The physical removal of so many bits and pieces went off without a hitch, in spite of the fact that – appropriately enough – the Anglo-French rugby international was about to take place across the road from the spares' up-to-now home with Petere Simper. Helping hands – to whom are due the Club's collective thanks – included Phillippe Allison, John Gillard, Mike Wheals, Steve Reed and Chairman Roger Dyer. A special tribute is of course also due to Peter Simper for masterminding the spares so conscientiously all these years, and Alec Bilney – without either of them, we're sure there'd be far fewer Traction running around.

Handled with Care

The recent FP article by Alec Bilney on French driver's-door handles brought to a mind a probable explanation for what, at first sight, might seem to be no more than what the philistine British would jeer at as just another mulish Gallic eccentricity. We dimly recall having read somewhere that the reason the



Steve Reed in Paris – see article.

driver's door isn't lockable or unlockable from the outside in entirety for safety reasons – so that when parked in accordance with the traffic flow (in France), the driver is encouraged to leave or enter the car from the pavement side and slide across the seat to the driving position (which, owing to the lack of transmission tunnel, isn't at all onerous in spite of what anyone may say). This is, of course, a safer manoeuvre than opening a door on the 'road' side. Unfortunately, our editorial memories are fading as rapidly as an American president's and we cannot recall the source of this wisdom; maybe we just dreamed it anyway. Perhaps an annoyingly knowledgeable member will be able to enlighten us further.

Geebees

If you're taking your UK registered Traction abroad this year, you'll need to make sure that you're wearing a GB plate – though there are people who just don't bother anyway and don't seem to suffer any consequences. If you're not content to affix one of those nasty adhesive ones supplied free when you get your tickets for those floating urinals disguised as ferries, then you could opt for one of the more paintwork-friendly magnetic ones obtainable from accessory shops. These, however, can suffer from being liberated by light-fingered continental urchins. Best bet, we've found, is to buy a proper cast-metal GB plate – Classic Restorations usually have some in stock – just paint it up and screw it on. If you don't want to bolt it directly onto the coachwork, we found a simple T-bracket projecting up from the rear bumper fixing did the trick.

To Paris for Charity

A recent issue of 'Cystic Fibrosis News' bore the following report:
"Steve Reed of Rogate, Petersfield raised £120 as a result of a sponsored London to Paris trip which he made in a very old Citroen car. 'It was a very enjoyable trip', Steve tells us, 'and the car gave no trouble at all. Travelling down the Champs-Élysées at night with all the bright lights and the Parisians applauding and tooting their car horns at our old French car was something which I will treasure for a long time'. Steve also sent us a personal donation of £25 'for your sterling work'."

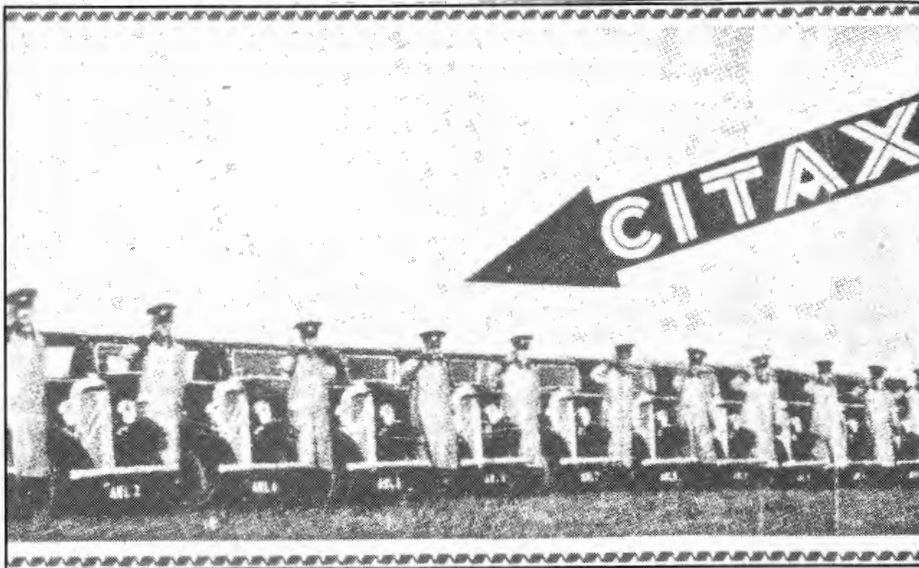
Tractions for Sale

Whilst on the Tour of Belgium we met a Roger Brosseur, a pleasant gentleman who told us that he was in the process of selling his house in France. So what you may ask, lots of people sell houses. This house is slightly special in that it has a field which has been sold with the house. This field is full of Tractions of all models in various states and they all have to be sold.

The sale will be between 1st July and 15th August and Roger asks that you either phone or write to get specific details of the sale. The house is set at Labergement les Seurre which is 20km. from Beaune en Bourgogne. Roger gave the following addresses at which he can be contacted:

5, Rue du Chateau d'Eau, 21000 Dijon, Tel. 80672906.

Em Jossigny, 21820 Labergement les Seurre, Tel. 80210088.



The above photograph was sent in by Jonathan Howard, who had been given it by a neighbour. Obviously whilst restoring his C4 the memories of the locals were stirred. An article on Jonathan's restoration, or at least the restoration of his car, has been promised for the near future. Mind you with this magazine that could mean next month or next year. To get back to the photograph unfortunately it is only a copy of an article which appeared in an Oxford paper 12 years ago therefore it is not too clear. In September 1934 a new private-hire car firm was set up as a diversification of City Motors (they were even diversifying in those days, nothing's new). The fleet of 20 cars had consecutive registration numbers starting at AWL1 through to AWL20. All the chauffeurs wore what was described to me as a "fifty shilling" Burton suit, all in the same livery. It would be really interesting if anyone has a recollection of these vehicles or even better, knows of any surviving vehicle or driver. It would certainly produce some interesting accounts I am sure.

Stolen

This car was stolen on the night of 25/26 May '89. It might have been exported, perhaps to the U.K., have you seen it.

Model: 11B Légère 1949.

Registration: 430 AK 45.

Engine Number: ID 19 P 197 324.

Body Number: 92833.

Speedo Reading: 65,000 Km. (approx.).

Colour: Two tone – grey metallic and black.

All information in confidence to:
Dominique Bellière, 43, Avenue de Verdun, 94000 Creteil, France. Tel. (33.1) 48991779.



Asides

The annual rally has successfully taken place. To all those that attended thank you. I hope that you enjoyed yourselves. To those that were unable to attend, you missed a wonderful weekend. One of the Tractions had a 'New Orleans' sticker above the windscreen, there must be a good story for the magazine behind that, where is it?

Unleaded Fuel

Dear Editor,

Is there anyone in the Club who can give us all definitive information about Tractions and unleaded petrol? While, of course, we are all ecologists at heart, the prospect of saving ten pence per gallon of fuel also appeals. But far more important than both is the prospect, much discussed since the budget, of the disappearance of 2-star leaded petrol from garage forecourts. That will leave us in a pretty pickle!

The April issue of *Practical Classics* carried a small item about new cylinder heads being available for Morris Minors, with Stellite insert valve seats and new valve guides etc. I also read some months ago that MGB owners can get heads adapted for unleaded petrol. Both these are high volume markets, I concede. But can anyone do such a conversion for the Traction, or is the committee investigating this avenue already?

If nothing can be done for our existing engines, should we be encouraging a manufacturer to invest in the future for all cars of the 30's, 40's and 50's? Possibly through the Historic Car Clubs Committee?

Best wishes,
Alec Bilney,
Kingston-upon-Thames,
Surrey.

Thanks for your letter, Alec, on a subject which I am sure all members have thought about in recent months. I did in fact start to 'research' the feasibility of using unleaded fuel on the Traction for a future article in FP but now that you have posed the question, here is what I have found out so far.

The source of the following information comes from the Citroën TA Club of Switzerland who were obviously far-sighted, as they started to look at this problem several years ago!

Subject: Unleaded fuel

After asking Citroën about this subject we got the answer from Citroën France that it is not at all advisable to run on unleaded fuel regularly. However, using unleaded fuel now and then will not harm the engine. This is the official version, for which we are grateful.

Daniel Eberli

Testing one of our cars running on unleaded fuel only, showed that Citroën was right. There are, however, studies going on about possible changes to the

valve position which would allow continuous running on unleaded fuel, possibly with a catalytic converter.

Armin Frick.

Fuel History

Before World War 2, leaded fuel was unknown. The maximum octane rating was about 92 but normal petrol had around 70. After the war, octane rating rose to 75 for normal petrol in 1956. At the end of the forties, lead was added.

Traction engine development. The first 7CVs had a compression ratio of 5.7:1. Later, with the increase of piston displacement, the compression ratio also rose to 5.9:1 and then to 6.2:1. The first 11 CVs had a compression ratio of 5.9:1, increasing to 6.2:1 with the introduction of the 'Perfo' engines. From 1950 until May 1955 it was at 6.5:1. The 11D engine had, from 1955 to the end of production, a compression ratio of 6.8:1. The 15/6 had a ratio of 6.2:1 until 1949, and later 6.5:1 until the end of production.

Lead additives in petrol not only avoid 'knocking' but also decreases the valve seat wear. In addition, the lead helps to improve heat transfer. In the case of leaded petrol, the closing valves 'beat' onto a relatively soft, damping layer which is not built-up with un-leaded fuel. The valve clearances thus decrease more rapidly, and burnt valves can be the consequence of neglecting regularly to check the valve clearances.

Until the end of the forties, petrol was unleaded and cylinder head reconditioning was practised every 20,000 to 50,000 km and was considered to be a regular repair. This involved removing the cylinder head from the car and overhauling the valves, their seats and guides and cleaning the build-up of soot or carbon from the piston crowns as well. This process was generally referred to as 'decarbonising'. For valve protection, an upper cylinder lubricant, often oil, was injected into the warm engine through the carburettor.

According to Shell, about 0.6 g of lead was added per litre of petrol from 1947 on. The lead prevented knocking at higher compression ratios. The lead content was successfully reduced to 0.15 g/l by 1978 for regular petrol and 1982 for super petrol. For the Traction's small compression ratio (max. 6.8:1), regular petrol is adequate. In modern engines with light metal cylinder heads, designed for unleaded petrol, extremely hard valve seat rings made from nickel-

chromium steel or 'Stellite' are used. Even during the Traction's time, expensive cars were equipped with high-performance valve seat rings. The Traction's valve seat rings, however, are made from cast iron.

All the Traction engines were developed before leaded fuel became known, so those of us who intend to reduce the lead content in the environment by using unleaded petrol can do so because it is, so to speak, 'original' for the Traction up to 1946. The ignition point should be adjusted to 8 before top dead centre (normally 12 with leaded petrol), and frequent checking of the valve clearances is recommended.

By the way, today's so-called unleaded petrol has a lead content of 0.0013 g/l, i.e. 12 times less than leaded petrol; this small amount still used to avoid knocking!

So, there you have it, Alec, the definitive Swiss view on the use of unleaded fuel in Tractions. It all makes sense and in theory should work, so all we need now is a volunteer to try it out. No doubt you will write and let us all know how you got on! Seriously, if any member can throw any more light on the subject or strongly agrees/disagrees with the above comments and theory, then please do let me know. An important subject and one of interest to all Tractionistes, so let's hear your views now.

Bob Wade

Dear Sir,

For more years than I care to mention(!) I have been an admirer of the Citroën Light 15. I would be grateful if you would send me details of your Club – and should you hear of a Light 15 for sale, in whatever condition, I would be grateful to know. I have almost persuaded my husband that it would be a worthwhile venture!!!

Yours faithfully,
Anne Black
'Killeyan'
North End Road,
Steeple Claydon,
Bucks.
MK18 2PG

Well, this is a turn-up for the books lads! This kind of behaviour should most certainly be encouraged with the Ladies to avoid all kinds of trouble! Ed.

Dear Sir,

I read about your Club in January 1989 *Practical Classics* and thought your Club or one of your members might like to buy a Registration number I have which is TCY 15.

If this is so would you please let me know what offers for DVLC V5 form. I am not into Reg. number selling but thought that it might go nicely with a Light 15.

Yours sincerely,
P. D. Toft
 Dyffryn,
 Llanfihangel-ar-arth,
 Pencader,
 Carmarthen,
 Dyfed, South Wales
 SA39 9JD

Dear Sir,

My brother owns a Citroën Light 15, 1953, and we wondered if any one in the Traction Owners Club would be interested in purchasing it? We look forward to hearing from yourself or from any interested party.

Yours sincerely,
J. E. Carrick
 2 Sproatley Road,
 Preston,
 Hull
 HU12 8TT

Dear Bob,

Austin Rover's publicity machine is quite correct in claiming that the Issigonis Mini of 1959, with its revolutionary transverse engine layout, was the forerunner of every successful front-wheel drive car on the road today. However, the company is rather more reluctant to acknowledge the affection Issigonis had for the Traction, which inspired the designs of not only the Mini but also the Morris Minor.

My later father, who was also a design engineer, met and befriended Alec Issigonis in 1948. Issigonis, who had owned (I believe) no less than three Tractions before the war, told my father that he believed the future of motoring lay in front-wheel drive for cars with engine capacities under 2 litres, and made such an impression that my father bought a Light Fifteen (ORA 418) in 1950. It should be remembered that an indication of confidence in FWD was fighting talk from the chief engineer of Morris Motors back in 1948. FWD was extremely unpopular then, particularly with insurance companies, who considered it unsafe and expensive to repair and therefore required a loaded premium.

Issigonis was far too good an engineer to be fairly accused of pinching someone else's ideas. However, the influence of the Traction can be clearly seen in the layout of the front end of the Minor, with its rack-and-pinion steering and torsion-bar IFS. The Mini itself was a statement of Issigonis's faith in FWD which he had discussed with my father eleven years before the car was launched.

Issigonis was a very courageous man. In the early post-war period, every other British car manufacturer (with the exception of Ford, who were wisely sitting on the fence) was tending towards mass-market models with the American 'soft' concept of low-rate coil springing, gentle damping and high-ratio steering by recirculating ball or, on cheaper models, worm and peg. Directional stability

was provided by fairly vicious caster action. The cars were easy to drive and gave a featherbed ride, but had virtually no road manners (go for a drive in a 1950 Humber Hawk if you don't believe me). Issigonis introduced the continental concept, pioneered by the Traction, of road manners based on high-rate suspension, closely controlled and guided by Low-ratio rack- and pinion-steering. This was directly against the perceived market need of the time – but it turned out that Issigonis was right. Every other manufacturer was forced to follow his lead.

Golf, Escort, Cavalier, Astra *et al* – they all acknowledge the common parentage of the Mini. The link between Issigonis and the Traction, which I have never seen published, leaves us in no doubt that the Traction was the grandparent, and the inspiration behind virtually every volume-produced car on the road today.

Yours sincerely,
John Fell
 South Humberside.

Dear Bob,

I noticed in *Floating Power* January issue the reference to the Auto Archives Series of books on the front cover. This is the French Series edited by Fabien Sabates and equivalent to our own Brooklands Series. There are two volumes of reports on the Traction Avant and others dealing with RWD Citroëns, as well as many other motoring themes. I have the full series available for sale at £6.95 plus postage to Club members. I have also a few copies of *Album De La Traction* which I found in a Paris bookshop recently.

If members wish to send me a stamped addressed envelope, I will forward the complete list of Citroën books and manuals plus the list of model Citroëns if this is also of interest. I hope to be at the TOC Rally at Stratford upon Avon on the Saturday and at the CCC 40th Anniversary Rally at Billing where I will have the full range on show/sale.

In conjunction with the TAN we are producing a special model for the 8th ICCCR, and there will also be a CCC 40th Anniversary model.

With best Citroën wishes,
C. David Conway
 152 Barkham Road,
 Wokingham,
 Berks.
 Tel: 0734 783533

Dear Bob,

As a member of both the TOC and 2CVGB (Bradford Air Cooled Alley Cats branch!), it befalls me to act as liaison person with the TOC as regards an event which the Northern 2CV club branches are organising for this summer, namely the 'Northern Clubs Camp'.

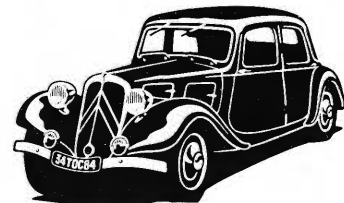
This event takes the familiar form of a camping weekend, at Top Farm, West Hardwick (near to Wakefield), West

Yorkshire, 2 June-4 June. The site includes among its facilities a brick built barn which has been converted into a drinking/dining/dancing hall, and a museum which houses a large number of old bicycles, motorcycles, cars and agricultural machinery of all shapes and sizes. The cost of the weekend (£8.50 per head per adult) includes all camping fees, entrance to the Barn Dance/Barbecue meal on the Saturday night, and of course access to all the other sights and facilities at Top Farm.

Events planned include Driving tests, Fleamarket, Convoy drive and a display of unusual Citroën vehicles by Nigel Wild (CCC stalwart and DS expert). The organisers of the weekend will ensure that a few Tractions will be there (i.e. their own!), but I would like to extend an invitation to any TOC members who would like to attend. This will be the third Camp to be held at Top Farm, and past attendees would no doubt vouch for the success of the weekends.

For those wishing to attend, I must emphasise that pre-booking is necessary, and for bookings contact Molly Clouston on 0282 - 814427.

Thank you in anticipation,
Andy Cartwright
 Pudsey,
 West Yorkshire
 (Tel: 0532 - 561286)



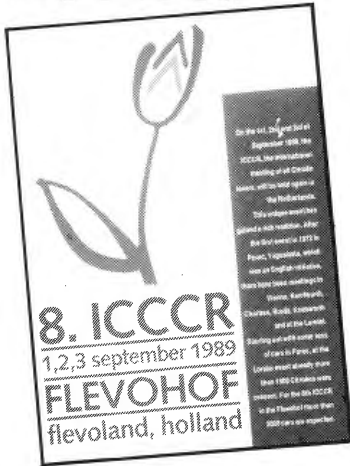
The TOC
Treasure Hunt!

Sunday 24th September 1989
 Visit the City of London's alleys!
 Start will be near London Bridge
 at a pub for lunch.

Parents bring your children
 to help with the big words
 and hard clues!

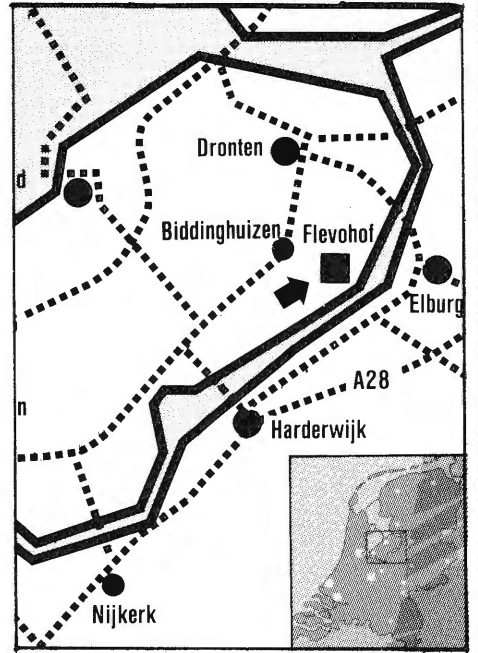
Send large sae to:
Carol Bilney, 30 Mill Street,
Kingston upon Thames
Surrey KT1 2RF
 Full information will be
 sent nearer the day.

8TH ICCCR, HOLLAND



The eighth ICCCR will take place on 1 – 3 September at Flevohof, Holland. More than 2000 cars are expected.

Flevohof is a theme park close to the Zuiderzee, boasting recreation facilities for all the family. There will be a full three-day programme of events, including auctions, competitions, 2CV cross, concours and even 'car demolition for children' (we thought that was what they normally did anyway). There will be an excellent campsite, and a limited number of rented bungalows on site. A special party will be held on the Saturday night. The address of the 8th ICCCR is c/o Hoofdstraat 133, 2171BA Sassenheim, The Netherlands; telephone (0031) 25.22.13.311 (between 1900 and 2200h). Better still, contact Mike Wheals for further encouragement and you may be able to hook up with a contingent of like-minded Brit Tractionists.



2ND TOUR OF CENTRAL SOUTHERN ENGLAND



This four day tour from the 16 to 19 May takes you through some of the most beautiful country in southern England, exploring parts of Sussex, Surrey, Hampshire, Berkshire, Oxfordshire and Wiltshire. You will visit little villages tucked into folds of the downs, ancient cities tracing their history back a thousand years, and a variety of places with things to do sufficient to please all tastes and all ages.

The tour is centred around the little town of Whitchurch, situated on the banks of the River Test. The White Hart Hotel which we have booked for those who require Hotel accommodation is an old coaching inn dating from the 15th century. Run as a family hotel it has an enviable reputation for friendly service and is well known to many Tractionists. The Campsite is approximately 4 miles away, has a full range of amenities and is very pleasantly situated. All evening meals will be taken at the White Hart whether the entrants are staying at the hotel or camping. The cost of this meal is included in the entry fee. Breakfast is also included for those staying at the hotel. We hope that these arrangements will enable everyone to spend more time on the more pleasant aspects of the tour such as sightseeing and socialising and less on making and breaking camp, packing and unpacking.

The tour will be conducted in easy stages along a carefully selected route through uncluttered lanes and byways taking in some of the most beautiful scenery in the south.

The tour starts at Southsea Castle only a few miles from Portsmouth Continental ferry terminal. There are many interesting things to see in the area before we get underway. To allow plenty of time for early starters to look around and to leave late arrivals time we will be checking in from 9.00 a.m. for 11.00 a.m. departure.

The tour visits Chichester, Henley, Oxford and Southampton. Route information and maps are supplied together with leaflets on places of interest.

The campsite is large and can easily accommodate all entrants who wish to camp, however the hotel is limited in the number of double and family rooms available so it is recommended to book early if these are your requirements. Garage repair and service facilities are available in Whitchurch with full spares backup throughout the tour.

Bookings to Mike Wheals (address as page 3).



RATES AND CONDITIONS OF ADVERTISING:

Private Adverts (classified).

Members and non-members of T.O.C., buying or selling Citroen 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.

ERRATA 1

Last issue gave Alan Kembury's address as 46 Widney Manor Road – this should have read '64'. We hope this didn't prevent people getting info on the deservedly-popular Stratford Rally on the last weekend in May; well, go anyway – it's at the Stratford Racecourse and conveniently takes care of another dreaded English Bank Holiday. You won't find a better way to spend your time.

ERRATA 2

Be it known (as they say at all the best committee meetings) that the supply of workshop manuals is available from the Club Shop, and NOT from the Club Spares.

Events

June 16th – 19th

2nd Tour of Central Southern England. Starting from Southsea Castle and following scenic routes to Chichester, Henley, Oxford and Southampton. The tour is based at the White Hart in Whitchurch as last year's tour and the price is inclusive of everything bar petrol and the occasional pint. A support vehicle is included should any problems arise. Entry £110 per person for hotel, £50 per person camping. Children half price. A few places still available.

June 23rd – 25th

Citroën Car Club 40th Anniversary Rally. Billing Aquadrome, Little Billing, Northamptonshire. The T.O.C. are invited and are arranging the parade of cars on the Sunday. Traction are leading the Parade so let's have a good turnout.

July 13th – 16th

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

September 1st – 3rd

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, Hants. RG28 7AL.

Further details of all events are quite liable to be at the fingertips of Social Secretary Mike Wheals – his address is Silk Mill Cottage, 26 Winchester Street, Whitchurch, Hampshire RG28 7AL.

Spares

The TOC spares have now moved and are under the control of Denis Ryland. The stocks low at present so please be patient whilst changes are being made.

Please make your orders out on the correct form, writing clearly with all details and TOC part numbers.

Denis has indicated that provided people call at a reasonable hour in the evenings or at weekends, he will provide help with what is in stock over the phone.

Elsewhere in the magazine is a schematic reference to the many varieties of distributor points. Use this to ensure that you get the right parts for your car, please include the TOC part number.

Light 15 Workshop Manuals. Mr. N. Whitworth, Maidstone 56052.

Classified

For Sale

Dyane, Spanish built, lhd, 1978/9. Rgd. in U.K., new MoT, excellent condition. Special spec. engine rebuilt. £300.

Mehari, army green 1974. Hood rebuilt, recon. engine, 30,000 kms, good tyres, but not t & t, needs small amount of work to pass. Needs enthusiastic owner. £650 ovno. Or with Dyane above £900 for both. Contact: Roger Dyer on 0753-686414 (office) or 0483-223890 (home).

Wanted

One folding seat for Familiale. CX Familiale (preferably diesel). 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 per 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. 01-928-6613. (Trade).

Wanted

For Small Boot Light 15. Set of Easiclean or Pilote wheels, steering wheel, heater tube, locking boot handle, toolbox. Contact Kevin Scully at High Wall Cottage, High Street, Streatley-on-Thames, Berkshire, RG8 9JB. Or phone 0491-872930 (home), 01-637-8575 ext. 213 (work).

Wanted

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

For Sale

1938 11F, very original, rust-free, rebuilt. 1932 AC4, major part of restoration complete. 1946 Light 15, structural welding completed. 1938 Big 15, restored body shell, new chrome. 1936 Big 15 Familiale, restored body shell, needs assembly. 1954 Light 15, all MoT work done, needs finishing. Contact John or Bryn (daytime) on 01-928-6613 (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

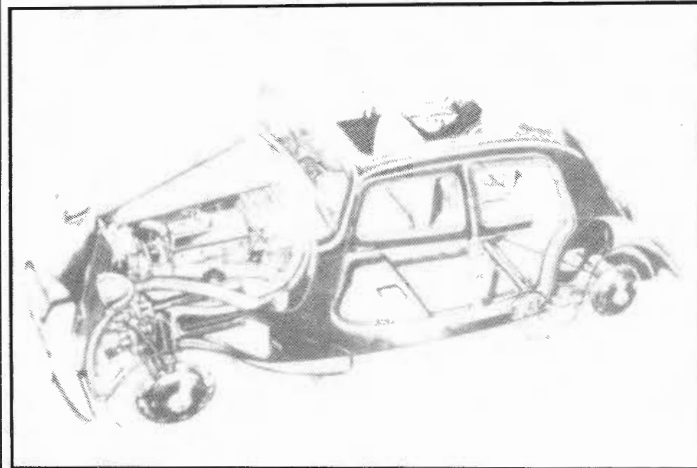
1953 Light 15, Reg. No. KSC979, big boot, Slough built, rhd, MoT end May 1989. Restoration over 4 years. £5,000. Contact Terry on 0656-861671 (Mid-Glam.).

Wanted

Big 15 for restoration project. Anything considered. Please contact J. D. Waller on 0298-5354 or write to 'Rosslyn', 30 White Knowle Road, Buxton, Derbyshire, SK17 9NH.

Wanted

A Traction for restoration. Ideally a Légère, complete and registered. Please contact Derek Steele, 16 Lyttelton Street, Worcester, WR1 3JN. Tel. 0905-22171.



Traction tea towels from Alec Bilney – see ad.

Wanted

For French built post-war Big 15. Set of bonnet handles. Grille chevrons. Grille aluminium inner surround. Grille top motif. Pair of headlamps with mounts (maybe just an off-side lamp and mount will do). Please contact Clive McKeough on Saffron Walden 0799-25352.

Wanted

Citroën Light 15, rhd in roadworthy condition. Phone John Cresswell on 01-560-3261.

For Sale

Back issues of *Floating Power*: 1977 Vol. 2 Nos. 3 and 5. 1978 Vol. 3 No. 1. 1979 Vol. 4 Nos. 1, 3, 4 and 6. 1980 Vol. 5 Nos. 1, 2, 3, 4, 5 and 6. 1981 Vol. 6 Nos. 1, 2, 4 and 6. 1982 Vol. 7 Nos. 3 and 6. Vols. 2-5: £2 each. Vols. 6-7: £1.50 each. Citroën Dyane 1968 spare parts catalogue, French, good clean condition. £5. Contact Bob Wade (see page 2 for address) or telephone 073081-3714.

For Sale

CT

A Tea Towel with a reproduction of the *Autocar* drawing. 100% cotton. £2.00 each. Postage 30p for one, 40p for two, postfree for more. Alec Bilney, 30 Mill Street, Kingston upon Thames, Surrey, KT1 2RF. Or at major TOC functions.

Wanted

Small boot Traction in good running order, preferably Light 15 or 11 BL, but anything considered. Please help a Tractionless TOC member! Contact Andy Cartwright on 0532-561286 (eves/weekends).

For Sale

4 speed ID gearbox, 3 speed taken in part exchange. DX engine only £50. Roger Waters, 01-866-9392.

Wanted

Parts manual for Rosalie 10, 1934. Roger Waters, 01-866-9392.

For Sale

Workshop manual and parts manual for Traction 4 cyl. Good condition. Price £25 each. Phone 0622-56052 (Maidstone).

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

All meetings last Tuesday of each month at the Sun Inn, Bames.

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.

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

Back 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.

