



The Traction Owners Club ANNUAL RALLY



GLASTONBURY 22-24 JUNE

JOIN IN OR BEWARE

The TOC annual summer rally this year will be held on the lower slopes of Glastonbury Tor in deepest Somerset in an area steeped in legend, mysticism and rough farmhouse cider.

Close to hand are the unique Somerset Wetlands (dead flat and ideal for Traction ratios), chasmic Cheddar Gorge, weird and wonderful Wookey Hole, Glastonbury Abbey — it'll be nice when they finish it, the ancient city of Wells, and the whole of King Arthur's Isle of Avalon.

Join in this year's pilgrimage to Glastonbury and personally experience the vibes and sample the cider (though not necessarily in that order), just as centuries of travellers, including Jesus Christ (though not in a Traction), have done before. Bring your kids, your kaftans and your joss-sticks and of course, your all-important motors and allow yourselves to be intoxicated by the spirit of the whole event.

Our rural rally site in the shadows of the mighty Gog and Magog will be equipped with facilities for your every need and there are amenities to amuse and delight all ages. All that you need to burn into the brain, apart from the venue, are the magic dates — the 22nd, 23rd and 24th June.

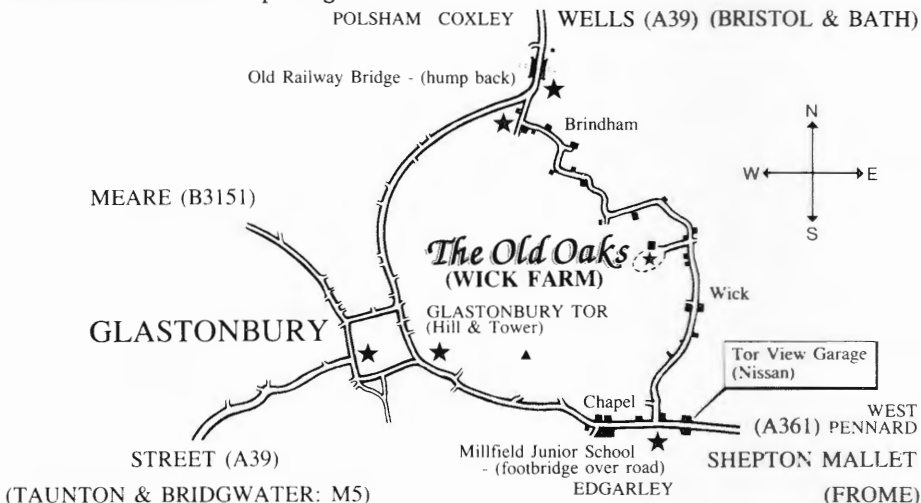
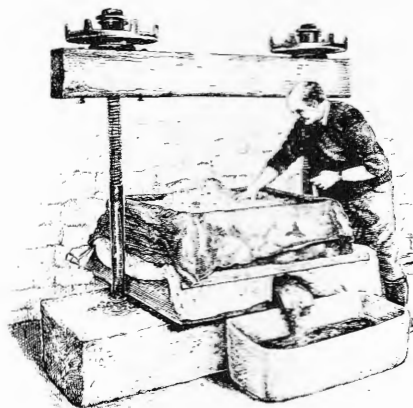
If, after that little lot, there is anyone out there who chooses not to join us, then may your drive shaft disintegrate, your torsion bars terminate and your Legeres forever languish in the depths of Basingstoke or Manchester or Norwich or . . .

Seriously though folks — look out for all the details in the next issue of Floating Power.

The Old Oaks is a small landscaped Park set within the unspoilt countryside of mid-Somerset. It has beautiful views and walks, the favourite being to the Glastonbury Tor which is just under a mile from the site, and there is an extensive network of footpaths around the farm. For the angler we have our own private pond which is well stocked with course-fish.

We are one mile from the nearest main road which is perfect for the peace and tranquility of the countryside whilst remaining within easy reach of Glastonbury, Wells, Bath, Cheddar (Gorge), Wookey Hole and many other places of national interest.

Our family run mixed farm is next to the Park, and our animals can be seen around at all times. The cows are milked twice a day and visitors are welcome to watch during milking times. Our own fresh milk is available in our Farm Shop along with fre-



range eggs, groceries, beer, wine and cider. We make all our own cider on the Farm and every weekend during October the family can be seen making traditional "scrumpy" on the same wooden press used for generations, with apples grown both in our own and in neighbouring orchards.

We have a childrens' play area with sand-pit and a small above ground childs' swimming pool.

There are two recreation rooms; one with table tennis, table-football and a pool-table, the other room which is adults only has a pool-table, darts board, tourist information section and pay-phone. There is also a TV room.

We have a modern toilet and shower block, dish-washing sinks, launderette with ironing facilities, electrical hook-ups, service roads and some hard pitches. Both the park and toilet block have all-night lighting.



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Floating Power

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March, Nineteen Hundred and Ninety

Before you read any further go and get your 'Floating Power Year Planner', a tin of white emulsion and a small paint brush. OK. The Haute Savoie rally is only until the 27th of May, not the 2nd of June; please make suitable amendments. The printers are like computers, they can only produce what you put in. I have no complaints about that, but it does make you look a bit silly at times.

Following my last editorial bemoaning about things to put in the magazine, I will not utter another word, well perhaps a hint every now and again. For this issue I have actually had to work for a living. I have discarded some reprints which I had intended using and actually edited articles to fit the available space. Is this a flash in the pan or showing great things for the future, perhaps a larger magazine. . . . sorry, I am getting carried away.

Talking about getting carried away I am aware of one or two club members being a little unhappy about the response they are getting from certain club services. I am sure that the majority of members realise that all club services are run by various people in their spare time. All have full time occupations and personal and financial sacrifices are made usually quite willingly (some are press ganged) by the minority for the majority. It has certainly opened my eyes to the commitment required when being a committee member carrying out an 'official function'. That said I hope the disquiet, albeit minimal, is not a sign of change.

As mentioned in a previous issue, the values of 'classic' cars are increasing at a tremendous rate. Presumably some new owners have bought the car with the view towards an investment rather than enthusing over the design, style, ride, etc. etc. Obviously all members have different reasons for owning their cars and it would be a poor world if we were all the same.

However, it would also be a sad day if those more interested in capital gains forgot that the various club functions are run by volunteers in their spare time.

Personally I find the increase in value of my car a little troublesome. I know that if I spend money on maintenance I can no doubt recoup it when I sell the car, but I hope not to be selling it in the foreseeable future. Therefore any gain is only on paper. The disadvantages are that I must now be more aware of where I park the car, possibly I should make the garage more secure and I must keep 'the 'agreed value' insurance up to date.

On a lighter note, who is going to the AGM this year, as I write this I must admit that I have not looked at the insert which explains all. I believe that it is in 'Southern England' which is awkward for some members, but quite a few others do live in the South, also quite a few Committee members, except me, live in that region. Please come along and air your views. . . now I have looked at the insert it is only the minutes of the last AGM. The accounts and venue of the next AGM will be notified to members at the earliest opportunity.

To end I will recount a short tale. Tony Hodgekiss, a founding TOC committee member had a letter/phone call from one of our members in India (looking at our membership list we have members all over the world). Apparently the member was due to visit England within the following ten days or so and asked whether he could pick up a dashboard for his 1919 Model A. I know that we have an extensive list of spares but I am not sure that it stretches that far. I am not sure what Tony's response was but I presume it would have been suitably diplomatic.

Until the AGM or the next magazine which ever comes sooner, farewell.

David Gardner

IN SEARCH OF A TRACTION BIG 6

By Derek Fisher

I first became aware of the power and grace of the Big 6 in 1984 when taking part in the Paris, Moscow, Paris Rally. The Big 6's would glide past effortlessly on the long drives between night stops.

I have owned a 1950 Light 15 for something like twenty years, it has never run and is still in pieces under restoration! Being a member of the T.O.C. and attending events for sometime tractionless, I thought it was about time I found a car I could use. As I already owned a Light 15 I started looking for a Big 6 preferable a small boot and in sound condition so that I could use it without a great deal of work. I was told by many I would be lucky to find a later big boot 6 in sound order never mind a small boot 6, but I carried on looking and then in the June 1988 C.C.C. Magazine there it was, a 1949 Traction Big 6, Slough Model Ex Rhodesia Car, rust free with restored engine and running components, but it was advertised as being in Holland.

I rang Holland and was told his brother still had the car in South Africa so he had not seen it either, but he expected it to be shipped to Antwerp in September 1988. However, meanwhile he would send me some photo's and try to find out a bit more about the car from his brother.

I received the photographs and details in July and from then the car looked reasonable, but what a colour Yellow and Brown, it must have been for African bus camouflage!!

There followed many phone calls to Holland discussing the condition and restoration work done, the price if the advertisement was correct and if not.



I made phone calls to Customs and Excise at Bristol where they told me I had to pay 10% E.E.C. Import Tax as the car had been out of the E.E.C. for more than three years. Car Tax was also payable and V.A.T., these three taxes added up to a lot of money so I made more enquiries only to find I had been misinformed. I would have to pay the E.E.C. Tax and V.A.T. but car tax did not apply to cars of more than twenty years old.

The car did not arrive in September or October but would definitely be at Antwerp by the 16th November '88. On the 1st November I was told the car was on a boat for Antwerp arriving 14th November '88. I was asked if I could come over to Antwerp to see the car during the week of the 14th, so I arranged boat tickets for two, Steven

Southgate accompanied me, one car a return trip from Sheerness to Vlissingen on the night of the 15th November, a Green Card for the Cx and a Green Card and Insurance for the Traction if purchased. The Green Cards and Insurance were causing concern for the Traction, it was received on the 14th November but the Cx Green Card had not been processed so it would be collected on the morning of the 15th November rather than trust the post, this was done.

All was now ready. Steve arrived and we loaded the Cx up with tools, a few spares and towing equipment. We left Bath at 18.00 for the journey to Sheerness for the 21.30 ferry. It was a cold dry evening and the traffic flow on the M4, M25 and M20 was very good so we made good time arriving at Sheerness 20.30. On boarding the ferry we headed for the cafeteria and discussed over dinner the photo's and details of the car.

It was a good crossing but I slept badly in one of the dreadful reclining seats.

We arrived at Vlissingen at 07.00. Clearing the port we headed for Putte on the Netherlands, Belgium border where I had arranged to meet Chris at 09.30. It was a dry, bright morning. We were driving towards Breda on the N58 looking for the road to Putte, we missed it, turning back as soon as we could, we were soon on the right road. On arrival at the village of Putte we were greeted by a queue of lorries and cars trying to cross the border. A passing motorist beckoned us to follow, we were guided around the back streets of Putte and came out on the Belgium side of the border by the cafe where we had arranged to meet.

We parked and went in search of Chris, he had not arrived so we had coffee and waited hoping he would turn up. Chris had not



arrived by 10.00 so we went out for a walk around the village only to find the van Chris had described he would be parked in a side street, on returning to the Cafe we were greeted by Chris and a friend just sitting down to breakfast, after introductions we sat and talked. Chris informed us the queue for the border was caused by a Customs go slow for more pay.

We followed Chris to the Antwerp Docks a new development area. Damco the Importers had a vast new warehouse. We were given clearance to enter the building, anticipation was growing as we were guided to where the '6' was parked. THIS WAS THE MOMENT the last seven months had been leading up to. The warehouse seemed endless as we walked between pallets in racking stacked to the roof thirty feet high. We turned a corner and there she was parked between rows of pallets and behind a black D.S.

The Big 6 did not look too good but I expect it was the colour, we had difficulty getting around the car so we asked if we could move her outside, this was agreed, but we had to remember the car was still bonded and had not cleared customs.

Outside we started a full inspection, the car was not in very good order, extensive rust in the floor, the seat cross member was held to the floor with fibreglass, this also covered holes in the floor, the sills were rusted as well as the boot floor. All the four wings were in good order as were the doors but they did not fit too well. She had also been stiffened with steel girders and plates linking the front and rear suspension mountings, this made us wary about the strength of the steel but eventually decided it has been done long before the rust had started.

The interior had been re-upholstered in tan vinyl and the head lining in off white vinyl, the carpets were tan.

The engine ran smoothly and sounded reasonable. After going over the car again an offer was made considerably less than previously discussed over the telephone, as the 6 did not come near its description. We agreed a price, the 6 was mine.



Brittany July '89.

We now had to get Customs Clearance to take the 6 back to England. While this was being arranged we loaded the Cx up with the spares and checked the 6 over for the journey back to Vlissingen, 23.30 ferry. It was cold and the wind was blowing across the dock area, it was getting late in the afternoon. On checking the lights they fused, the brake lights and indicators worked, we could not find a fault so wired the side lights into the regulator, the headlights also needed rewiring to work, not a good start to a long journey home.

We eventually got the Custom clearance and form to be stamped by British Customs at Sheerness and returned to Damco.

We said our 'Goodbyes' to Chris, he was still loading 'D' parts into his van, it was about 17.00 hrs so we hit the Antwerp rush hour. However we eventually found our way after a couple of about turns. The car was going well and I felt great as we headed for Putte. As it got dark we stopped and connected the headlights. There was still a queue at the Dutch border, we headed down the side street and by-passed the customs.

We arrived at Vlissingen with no more problems, having two hours before sailing we made telephone calls home to prepare the wife!!

I booked the 6 onto the ferry home and we were soon boarding, as we had not slept properly for more than 24 hours we booked a cabin. Over a meal we talked over the day's adventure and the work needed to be carried out on the Big 6 before I could use it on the English roads.

It was a good crossing and we slept well, after breakfasting we were soon called to return to our cars. The Big 6 looked majestic in a sea of mass produced cars, all built so you are not sure of the manufacturer's name.

The 6 started first time, I was impressed. We drove off the boat to customs Red lane, when asked what I had to declare and I replied, 'the car', the officer's face changed, he said we would have to wait until all the

other passengers had cleared customs. The two cars were put into a compound and I filled out the necessary declaration forms. We spent three hours at customs discussing the value of the car and why I was so lucky to get it at that price on the receipt. The figures were eventually agreed and I paid the taxes.

The Customs Officers were using a price guide on Classic Cars Magazine and the Big 6 was not listed! They were being extra diligent as a recent Bugatti imported had been under valued by £50,000, I was glad I did not have to pay the taxes on that, but I think they were trying to get some money back!

Shown the way out we headed home, stopping for petrol and tyre pressure check the attendant remarked how nice the car looked. It was a grey damp morning as we headed for the M20 the Big 6 was running well and set a steady pace, after about half an hour of thinking how good it was to be behind the wheel of a Traction everything went dead.

We rolled onto the hard shoulder, bonnet opened, electrics checked nothing was live, another piece of wire out of the tool kit connected the coil straight onto the battery, pressing the starter button hoping nothing else was wrong she started as though nothing had happened, off again towards the M25 where we were held up by the obligatory road works. All was well as we turned onto the M4 collecting many admiring glances and waves as we headed west.

We arrived back in Bath just before dark, a trip of nearly forty eight hours, covering just over five hundred miles and luckily with no major problems from either car.

Over the following six months a considerable amount of work was carried out to the body, suspension, brakes and engine so that the car would pass the MOT.

During the summer 1989 we attended Rallies in England, Brittany and Holland enjoying the comradeship of Traction Motoring.

TRACTIONS IN SOUTH AFRICA

By Roger Dyer

(A visit to Stephen & Joyce Le Roux)

I arrived in Johannesburg after a long, but very pleasant non-stop flight by South African Airways Jumbo Jet. Stephen, who is the Chairman of the Citroen Traction Register of South Africa, was there to meet me at the airport in the warm sunshine, quite a change after leaving a cold and foggy London.

Stephen explained that he wanted to get several things while in town, as his home and business, that of keeping Citroens on the road was some way out of town. It was very interesting to visit the equivalent of our Auto Factors and see the range of locally produced goods available of a very good quality.

On the drive to Stephen's home I was struck by the space, a lasting impression of my entire visit, wide well surfaced roads with very light traffic and a complete lack of heavy lorries, most of the freight being transported by a good railway system. I wondered if our M1/M25 could ever be like these roads, alas probably not.

The first evening, I was introduced to my first Braai, the ever popular South African barbecue, it was to be the first of many, large steaks, sausages, salad, etc. We were joined by a number of other Traction enthusiasts from the area.

The next day Stephen informed me that he had to take a DS he was selling, to have its equivalent of our MOT, it turned out that this test, although very strict is only carried out when the car is resold, and not every year as we do.

I amused myself looking over the various cars including Stephen's Roadster. One thing became very clear, serious corrosion of the structure of even the earliest cars is simply not a problem. In most cases in the UK the major job of a restoration project is restoring the body shell.



Never raced or rallied!

Stephen told me that most of his work was now with the Citroen DS, for which there appears to be a strong following, he also owns one of, what must be a rarity

anywhere in the world, an original 1956 ID in near perfect order.

All in all, remaining Citroens seem to be assured a good future in enthusiastic hands.



NEWS FROM THE SOUTH (& VERY FAR SOUTH by MARTIN NICHOLSON (*Roving Reporter?*))

It is a couple of months since I put pen to paper but following the Ed's very nice words in December I thought you might be interested in a few disconnected jottings from the Central Southern Area.

Readers with long memories may well recall that I started work on a Light 15 a couple of years ago, well work continues but an unfortunate appointment with a "sprayer" has set me back something like six months. I won't bore you with the details, suffice it to say it is one of those "If only I'd . . ." situations. One day this car will be back on the road, that is a promise to my dear understanding wife!

One Saturday evening towards the end of last year I was persuaded by Chairman Roger Dyer, Membership Sec. Steve Reed, and Social Sec. Mike Wheals to "do the Nightjar". This is a 'hunt the marshal' type navigational night rally where brains are more important than a diver's boot on the right foot (I still don't know why they asked me!). Suitably kitted out with heavy clothing, maps, "roamers" (or is it romers), torches, compasses and the like, Mike was driving his Big 15 and when Steve sat in the front passenger seat I assumed he was navigating. I soon discovered it is not too easy navigating from the back, it is certainly ten or more years since I map read on a rally and I think bifocals may soon be the order of the day (or night).

We had a great evening with supper and wine to follow and finished 15th in the "old cars" category. It would be nice if a few more cars from the Club could enter, it is based in the Berks., Hants., Surrey area. Mike Wheals will have details later in the year.

I missed the White Hart Christmas lunch in December but Chairman Roger Dyer and friend Elaine met Vicki and I for our very own Christmas Braai in Pietermaritzburg in South Africa, the same lunchtime. We chatted to Mike Wheals over the phone, I don't think it would be too difficult to get used to warm Christmases particularly with the wine and food in abundance. Roger had visited South African TOC Chairman Stephen Le Roux in Jo'burg.

Last year the South African Club published a very nice calendar and I managed to get hold of a copy which made a nice change from the usual handouts. Stephen amongst his collection of Citroëns has a very nice Coupé which was featured on the calendar. I wonder if they have published a 1990 version, hint, hint.

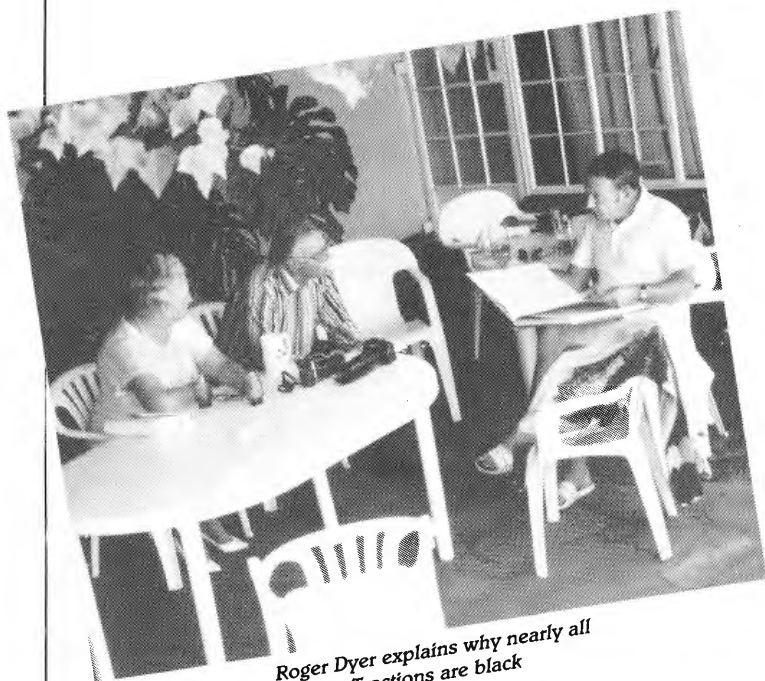
Unfortunately Vicki and I saw not a single Traction, plenty of DS's, they even have museum status over there. Next time we must get to see some of our South African Tractionists too, but we promise advance warning Stephen.

Back in the UK both January and February meetings at the White Hart were well attended by both the nucleus and very keen new members, one or two popped in to see the lack of progress on my Light 15 and were probably put off for life!

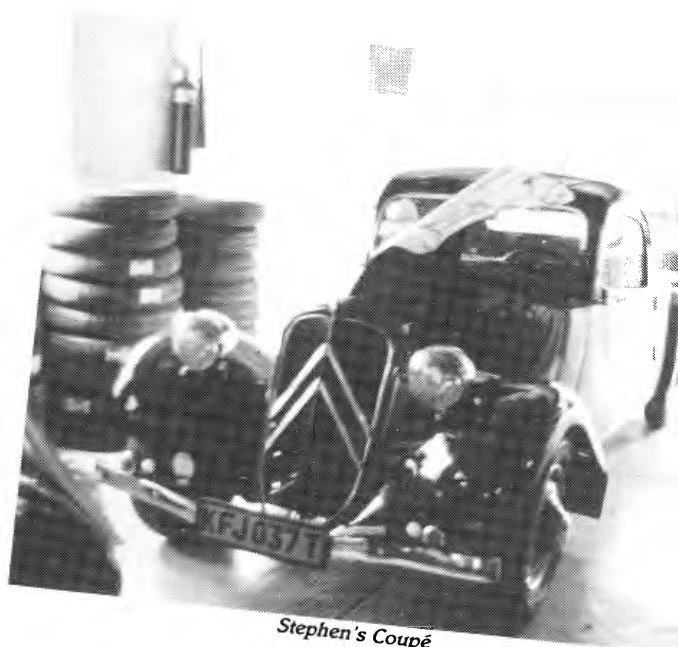
We seem to have gone completely car restoration mad at home with the Light 15 awaiting its respray, elder son Peter's Stag nearing completion, 'Arfer one of the salvaged Light 15s awaiting attention and now Steve thinking about a TR as well! I think we may well take this year's annual holiday at the funny farm. It's got to the stage where people are walking down the drive to enquire if we do car repairs!

I wonder how many of you like me misread the second paragraph of Walford Bruen's article from the South West last month, the thought of that 22CV Roadster and 15CV-SixH set the old heart racing! It will teach me not to skip through articles so fast, but nice one Walford and nice to see a South West area meeting in the making. Perhaps when I get 'Arfer back on the road it could revisit its home area for a pint or two.

One TV series I enjoyed, which has just finished, was ITV's "Wish Me Luck", which all Tractionists will have been following hoping for another glimpse (just like Sid Troon) of their favourite car. Just one vehicle in this series, which for those of you who didn't see it was about the French Resistance during WW II and that was driven by the local Chief of the German Occupational Forces. Luckily no harm came to the car, but the sight of a Peugeot 202 being destroyed was not too amusing. We shall just assume it was a cardboard replica. See you next time.



Roger Dyer explains why nearly all
Tractionists are black



Stephen's Coupé

MONTE CARLO CHALLENGE

By CHRIS DIXON

Having spent some of my youth looking enviously at the Rally Cars driving through Dover to catch the Ferries on cold winter mornings in the fifties. I couldn't help but jump at the chance to fulfill a lifetime's ambition and enter the famous Monte Carlo Rally albeit the Historic version of the fifties to be held in January 1990. The theme of the rally was to prepare the car and yourselves in the way in which it was held in those days, so in theory all the cars would be standard production cars of a type manufactured in the fifties and the model had competed in at least one Monte.

My traction is French and of the year 1955 but the origin of the car was not a pre-requisite. Of course many tractions have entered the Monte before and after the war but to my knowledge they were not very successful although better Historians may

disagree. I was later to find out the limitations of the Marque which would become evident as we reached the Alpine sections.

Making our way to the start at Glasgow was the first hurdle but we, by that I mean my colleague Jason who was to be the navigator and Ian our mechanic; reached the starting point Blythswood Square at the due start time of 8.44 a.m. Then on a lovely Sunday morning and to the accompaniment of Bagpipes we were duly sent off to make our way south.

Heading off towards Peebles we encountered our first snow and this was the undoing of the Rally favourites John and Allison Woolley in their Standard Ten who with the sun in their eyes went straight ahead when the road went left and ended up down the bottom of the valley. This had a two pronged effect in that it slowed us all down and of course ended his rally, it also made us

grab for our dark glasses. At Peebles checkpoint the Rt. Hon. David Steel stamped our cards and off we went to Scotch Corner through the snowy hills. There had been a 4 inch snowfall through the night but being No. 29 the cars ahead had helped clear the route. After a brief stop for soup at Scotch Corner the next passage controls were at Thirsk, Lincoln, Bourne and Peterborough.

At Bourne "Mr. Traction" Fred Annells kindly met us with words of encouragement and as we were travelling rather full he took some of our luggage off to give us more legroom. On then to London and Rochester



Monte Carlo C

where we had our final time check before leaving for Dover at 11.30 p.m. to embark. At this stage we had completed all our checks within our prescribed time so all was well. Then came our first surprise an Autotest on the car park at the Ferry Terminal. All 70 cars were sent through loops and bollards to complete this time in 20 seconds, SURPRISE, SURPRISE, with the limited lock on our traction we took 43. However all was not lost as a third of the cars took longer than that. Then over to Calais and a repeat Autotest on Calais Sea Front but we improved on this one and seemed to be getting the hang of it.

On down through France we went mainly using D. routes but not motorways as this is

illegal in France if you are on a Rally. Our first time check was Rheims in a Champagne factory, where better to stop; but we were 10 minutes late leaving and had to press on in order to reach Chamberry by our time of 11.40 p.m. which we just managed, by some 2 minutes. This stretch exposed our top speed of around 60 m.p.h. and we frequently passed by "Standard" production cars of smaller b.h.p. "whoops". We had our first sleep at Chamberry and starting out next morning at 11.00 a.m. and we headed off through the Alps on the final lap. All was going well with the car until we left the town of Gap and started to climb on the snow when our nearside tyre went off with a bang. This was one of the snow tyres we had just taken off the roof and fitted, it was obviously

in the allotted time. It appears by now however that the field had been reduced from 70 to 56 cars mainly due to mechanical problems.

The sun duly came out as we ran down to Monte to the cheers of the other drivers already there. Many photographs and beers '£1.80 to £8.00 a pint', later we all had a good nights sleep in a superb hotel. On the brighter side for us at the Prize Winning the following day. We were presented with a Silver Salver having apparently won the Concourse 'D' Elegance which was presented to us by the 'Ex' racing driver Ray Salvadori.

To summarise the event I would say that it was a great experience not to be forgotten, it was superbly organised from start to finish

and it was certainly a very social occasion with a little competitive edge. The aim of most people seemed to be just to get there but if I am lucky enough to get another chance, I would want more b.h.p., improved turning circles and if possible another gear, which may not be possible with a Lt 15 if the Historic Rally rules which at the moment are under review don't change, because currently the cars must not be altered unless those alterations were available during the period of the model production life.

Finally, I must add that without the tireless assistance of one Dennis Ryland whilst preparing the car the whole trip may never have had been so smooth.

Thanks again Dennis.



Challenge 1990

faulty, so we refitted our X's and continued and never really experienced any difficulties in the snow after that. We trundled over about five mountains over 1.300 metres to reach a high point of some 1.600 metres of which the snow line was about 1100 metres. These sections were very painful for the car and I lost count of the hairpin turns suffice to say that I nearly wore through the leather steering wheel glove I fitted at the start. Our final climb was up the Col 'D' Torine by which time we were now running 25 minutes late but once again all was not lost, as the organisers had given us three hours to get from the Col to Monte a distance of some 66 k.m.s. So everyone had a chance of finishing



ANCIENT & MODERN — LIFE WITH A LIGHT 15

CHRIS GOFFEY

I suppose it really started on the 16th of May, 1965. I had been working my way through Exchange and Mart, as was the custom for all car-mad 19-year-olds, when I noticed an ad for a car I admired — and more to the point, could afford.

"Light 15, good condition, £50, phone Ruislip..." it read.

What, a Light 15? Great. Maigret was on the telly at that time, the Light 15 was long and low and sleek, I needed a car desperately, since the firm had told me I couldn't use the works Mini Van in the evenings, and if I stayed out of the pubs I could just scrape together £50 — no small sum when you earned only £15 a week.

I shot round to Ruislip, and inspected the tattered wreck. Did I see the carpet coming through the holes in the floor? Did I look at the way the boot hinges were with difficulty keeping a grip on the lacework of the rear body? Did I note the clouds of blue smoke from the holed exhaust? Did I listen to the ominous grind of the gearbox, the rumble from the driveshafts, and the deep thump from a big end on the way out? 'Course I didn't. I was in love, wasn't I, with the sweeping lines, the (handpainted) blue body, the yellow wheels and best of all the 20 foot radio aerial affixed to the rear bumper from which I knew I would soon be flying an eye-catching banner as I blasted around Middlesex. Just wait till the lads at The Reindeer in Northwood saw this. So I parted with my ten pound notes, the vendor, a youthful B. M. Smith, made me sign over two 3d stamps that the car was "as seen and inspected", and off I trundled to my bedsit in Harrow.

Perhaps it's best to draw a discreet veil over the next six months. Suffice to say I continued to love my Light 15, I lived in it for a bit between bedsits (landladies could be very hard in those days), and I sweated blood changing the transaxle. I had whipped down into third coming into a bend in pursuit of a mate in his MGA, and just as I lifted my foot off the clutch I remembered it was a three speed box. Ouch. We found another Light 15 wrecked in Ruislip, paid the guy a tanner for it on the promise we would take it away, and then we dug a pit under the front wheels and pulled the gearbox off it.

That kept my car going a bit longer, even though the dynamo never did charge properly, so my range was limited to a hundred miles or so between battery charges (less if I had to go anywhere at night or in the rain) and then I set off to visit my parents in Cornwall.

ADC used to fill up with oil-smoke if you went much over about 55 m.p.h., an early sort of self-diagnostic warning system I suppose. Anyway, I drove all night to avoid the grockles (visitors to Cornwall) and in the early morning over Bodmin Moor the old car started to hurtle along, 55, 60, 65 m.p.h. and not a trace of oil smoke. Just as the sun's rays were piercing the mysteries of the moor, a big end let go with an enormous clatter, and I realised that the lack of smoke was down to the car emptying the sump between London and Bodmin.

And that was the end of ADC 502. The local Citroen agent said that he knew someone who might want a few spares off it, so I gave him the wreck. I subsequently bumped into the Mr. Smith who had sold me the car on the Tube; he tried to avoid catching my eye, but I spotted him at once. He seemed acutely embarrassed, and assumed an air of injured innocence when I told him my tale of woe, but I assured him I felt no ill will. If you see a mug coming, grab him with both hands, was a

philosophy I was to adopt in many of my subsequent banger deals.

We now move on 24 years. 18 months ago I was driving past a service station on the Banbury Road, when I saw a familiar tail sticking out of the workshop. I stopped and looked over a very nice 'Traction Avant'. It was a left-hooker, an 'Onze Normale' and had obviously been carefully restored. It was in, I discovered from the amiable foreman, for an MoT, which it had passed with flying colours. "It's as sound as a bell," he told me. "We've been doing the MoT every year for the owner, a French lady who lives just down the road."

Thus, after a couple of weeks I negotiated to buy CSV 757. The history of the car is somewhat confused, the British logbook dating back only to the date of import, 1985, and the "Declared date of manufacture" being 1949. It had been restored in Switzerland by 'Fornazi Marianni', and painted, rather attractively I thought, in a sort of creme caramel two tone — a nice change from the regulation black — and everything worked. As I drove it home to Oxford, so many memories of those days with ADC came flooding back. There were differences of course, apart from the fact that I could no longer see the road under my throttle foot, and the cabin did not fill up with oil smoke.

Shortly after I acquired my Traction, the chance came to take part in the Tour of Brittany, organised by the Traction owners of the Ile de Villaines. My journey down from Oxford was marked by the exhaust falling off — an auspicious start. But in Newbury, we found an extremely helpful Diesel specialist who was open late and performed a super temporary weld for us. It's still in place. That was the first time I had edged the car towards the 100 k.p.h. mark on the speedo, before then I had kept it to a restrained 80 k.p.h. maximum.

At a steady 100 k.p.h. the car was satisfyingly stable, the wide track and weight over the front wheels keeping her absolutely straight, despite

strong crosswinds. While the steering is heavy at low speeds with appalling lock it is pin-sharp on the move. I don't think there's a modern car that gives such superb feel and although it's a well used and abused motoring cliché, you really can place the car to the inch.

I asked an elderly Frenchman, who had been examining my car with tears in his eyes at one stop, why, in a country which did not appear to venerate old cars in quite the same way as we did in Britain, there was so much enthusiasm for the Traction. "When France was occupied, all the Tractions were requisitioned," he told me, "but in the Resistance, we used to keep them hidden. You could lie on the wing of a Traction, with your arm round the headlamp, and be driven up to an ambush with your machine gun wedged between the radiator and the lamp. You could lie there in wait, then spring your ambush, and be rushed away from the scene, still lying on the wing." Not a feat I would care to try with my own car to be sure.

The rally route covered almost 1,000 kilometres around Brittany, and at the end there was a stiff concours. My car was rather sniffed at by the judges, apparently my side lamps, tail lamps, radiator shell, tyres, bonnet trim, colour, windscreens wiper blades, carpet in the boot, and wing mirrors were wrong. "Ca, ce n'est pas original", was a much intoned phrase from a group of gloomy looking Frenchmen. "So it's not a very good car?" I enquired, rather crestfallen. Explosion of Gallic goodwill, much slapping of back and squeezing of shoulders. "Non non non, elle est tres belle, tres belle". I still didn't win any prizes.

But as an introduction to the car it was a superb long weekend. Since then I've done a bit of work on body and fittings, and was delighted to pick up an award for best newcomer and best French body at last year's Stratford rally. My teenage memories, albeit of a wreck, were not misplaced middle-aged nostalgia; the Traction is a superbly engineered vehicle, a delight to own and drive.





It seems that many traction owners believe that poor petrol efficiency is normal for the traction, and accept that bad running is a function of a worn engine. Whilst this is to a limited extent true, the causes of poor m.p.g. often lie in the ignition and petrol cycles; this month I shall deal with carburation. If your m.p.g. is less than 27 or 28, this probably concerns you!

1. Jet sizes: Check your jets — previous owners may have experimented with different jets to cope with short trips, better acceleration or poor grade petrol. Data for normal traction carbs is as follows:

	1. Needle	2. Main	3. Air Correction	4. Pilot	5. Pump	6. Starter	7. Pilot Bleed
Solex 35 FAIE	1.5	125	220	50	50	125	150
Solex 32 PBIC	1.5	135	190	50	50	125	120

Jets are stamped by the manufacturer.

The accompanying diagrams, reproduced from Solex's data sheets, are keyed.

2. Jet seating: This is critical since jets must correspond to passages within the carburettor. Over-thick or thin seating washers will obviously affect performance. Similarly, scoring on the carb seating face where no gasket is used, e.g. pilot jet, will impair efficiency.

3. Clean passageways: Pay particular attention to the main jet passageway — air blown through should freely escape to the float chamber and the emulsion tube well. Also remove the air correction jet to withdraw the emulsion tube for cleaning. The starter jet channel is prone to fill with an accumulation of silt; clean and flush thoroughly and check the jet itself for water corrosion. Air blown through the slow-running channel from the top of the throttle body should escape from the volume screw threads and from the outlet holes in the carb barrel. Cleaning is best with meths or petrol, then using a compressed air line.

4. Air leaks: Use only new gaskets when overhauling — don't use goo! Examine mating surfaces for distortion. Examine the throttle spindle bearings for wear, which will allow petrol vapour out and air in to upset settings — rebushing is the only answer where adverse wear is detected as the wear occurs to the carb body, and replacement of the spindle itself will not cure this problem. After overhaul and running, check screw tightness on float chamber cover, and between carb body joints as heat shrinkage can loosen the screws.

5. Mechanical wear: Check mechanical parts for signs of wear — particularly the throttle spindle, float arm and starter face. In the latter case there should be no signs of scoring or distortion in the disc likely to cause leakage. The needle valve should be free in operation and shut off fully. The one-way valve in the base of the float chamber should be completely free and halt any reverse flow. The volume control screw should be without any ridging or distortion to the point.

6. Punctures: Check the float for fuel ingress by shaking. Check the pump diaphragm for punctures — the diaphragm should also be supple, not hard.

7. Clean filters: Often overlooked is the input gauze located before the needle valve in the float chamber top on most models. The gauze surrounding the one-way valve mentioned in 5. should also be thoroughly cleaned.

Fault-finding & diagnosis

a. Flat spots — When engine is warm check pump diaphragm for prompt injection from the injector tube. Some linkages have multiple positions and re-location of the lever to a higher position may be necessary. The injection should be a solid jet — a spray indicates partial obstruction. Check passageways to injector, seating and operation of inlet valve, and cleanness of attendant gauze filter.

b. Flooding — Check float for fuel ingress, needle valve sticking, good shut-off and good seating, float arm for freedom of movement.

c. Syphoning — is the effect whereby fuel will overflow from the pump injector after the motor is switched off, causing fuel to collect in the throttle chamber on inlet manifold giving difficult hot starting. If the engine is not overheating, the likely cause is inefficient heat shield resulting in heat rising from the

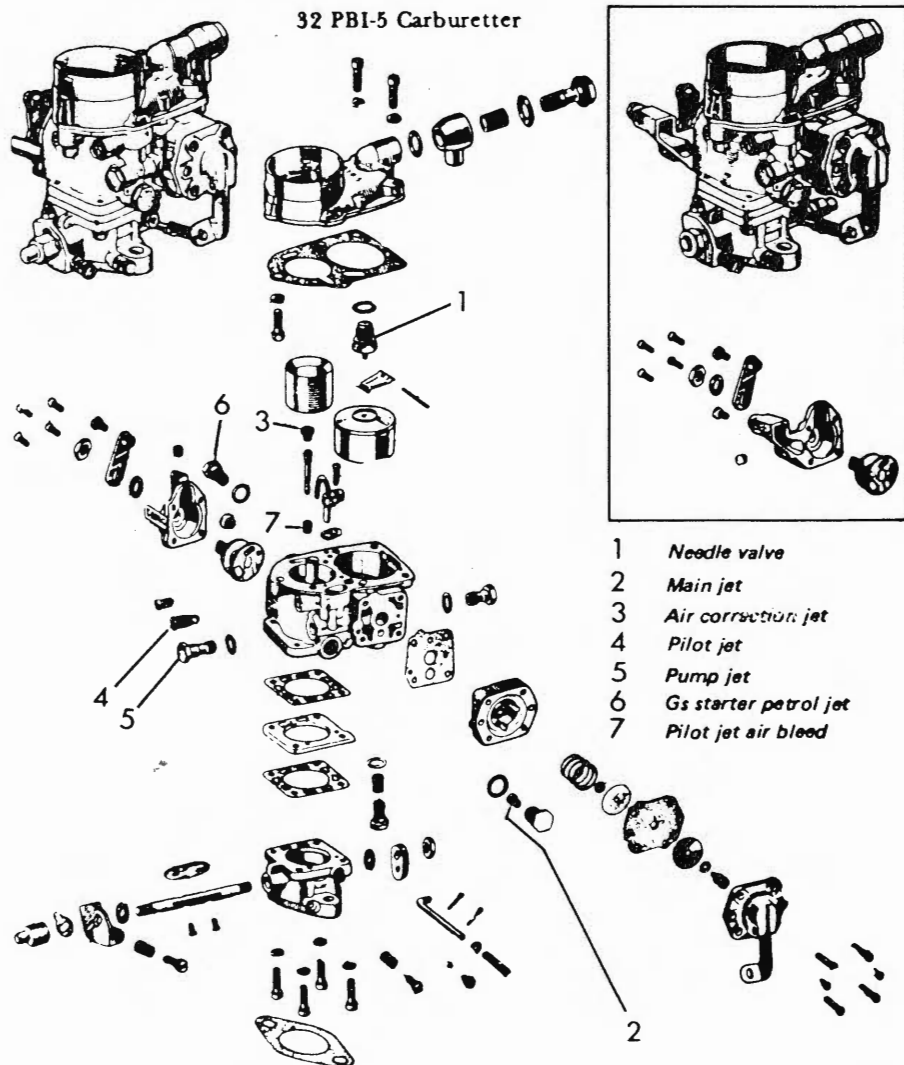
manifolds and causing petrol in the float chamber to expand and overflow. Better hot starting can be achieved by fitting a thicker seating washer under the needle valve to achieve a lower float chamber level.

d. Misfiring, stalling, loss of power — Water or rust contamination of fuel may be cured by revving the engine and then momentarily obstructing the carb intake with the filter off. If this fails, thorough cleaning is necessary. An in-line filter is easily fitted on the fuel line where repeated contamination occurs.

e. Rich running — Check air filter element for cleanliness (in the case of oil bath type overflowing may be the cause). Check choke is shutting fully and that the starter face is not leaking due to scoring or distortion. Check needle valve and float operation. Check mixture screw for damage.

f. Poor tickover — Only if all valves and ignition components have been thoroughly checked can it be assumed that poor tickover is a fault of the carb. Then the most usual causes are wear on the throttle spindle bearings, mixture screw damage, pilot jet obstruction or bad seating, and partial obstruction of passages or pilot air bleed.

Reprinted from an earlier issue of *Floating Power*.



OTHER EVENTS

Each year the club receives a certain amount of information, nay is inundated, with information of various activities by other clubs and organisations. I take this opportunity to pass this information onto you our noble reader. The events are scattered about the country but I did note that there were none in Wales or Scotland, that was until a last minute entry for the South Wales Argus Classic Run. Some offer free entry subject to pre-booking therefore I suggest that you consult your year planner, wasn't it a good idea, to ensure TOC events do not clash and then phone for an entry form for the show of your choice. Take your Traction to the show, have a good day out and show all the other entrants what a good car should look like.

6th May

Haynes Classic Tour
0749-5347

6-7th May

The 1990 Auto Classic; Classic, American, Custom and Concours at Essex Showground, Great Leigh, Chelmsford.
0992-892019

7th May

10th Annual Cheam Fair and Charity Transport Spectacular.
01-393-2102

12-13th May

Oulton Park Classic Car Show.
061-431-8191 or 0836-643742

13th May

1990 Colchester Classic Vehicle Show.
0206-761660

20th May

South Wales Argus Classic Run.
0633-810000 Ext. 278

3rd June

Finnigins-Ward 15 Classic Car Rally, Lister Park, Bradford.
0274-578160

3rd June

6th Great British Picnic, Old Warden Aerodrome, Biggleswade, Beds.
0737-358238 or 01-300-4939

16-17th June

Model and Craft Show, Royal Bath & West Showground, Shepton Mallet
01-263-9849

17th June

Classics & Restoration Show, National Motor Museum, Beaulieu.
0590-612345

8th July

Barnsley Metropolitan Vintage Vehicle Rally, Locke Park, Barnsley.
0226-299371 or 0226-299837

15th July

2nd Annual Horsham Classic Car Show.
0403-55258 (day) or 0403-68932 (eve.)

1990 COLCHESTER CLASSIC VEHICLE SHOW

SUNDAY, 13th MAY, 1990

We, the students of the Colchester Institute Vehicle Restoration course, would like to bring to your attention our annually run Classic Vehicle Show. Throughout the years the show has grown in quality as well as quantity of vehicles entered. This year, we are again hoping for as varied a selection of vehicles as possible, and we would like to

invite your Club to take part in the 1990 Show.

The Show will take place on Sunday 13th May and is for vehicles manufactured prior to August 1973.

Club Stands are a strong area of our Show and more would be welcomed. However, due to demand, *Post-war Vehicle Clubs* are requested to limit the number of vehicles entered to eight. Members who are not able to be fitted onto the Club Stand will be welcomed as individual entries to the Show. There is no entry fee for pre-booked vehicles, the driver, plus one other person. Club entry forms are included with this letter and should be returned as soon as possible to me at the above address, to arrive not later than *Friday, 6th April, 1990*. It is not possible for entries accepted after this date to be included in our Show Guide.

May we also request that you inform all your members of the show, as their support would be very much appreciated. Individual entry forms are available from the address below. Singly or in any number as required. Entry is again free if pre-booked as above.

Colchester Institute,
Sheepen Road,
Colchester, Essex CO3 3LL.

THE SOUTH WALES ARGUS CLASSIC RUN 1990

It may be of interest to your members, especially those in the South Wales and Gwent area, that the first of what will hopefully become an annual charity event will be run on Sunday, May 20, 1990.

The route, in Gwent, will take in the beautiful Wye Valley, Tintern Abbey, Monmouth, Raglan Castle, Abergavenny, Crickhowell, Usk and the Roman Fortress town of Caerleon, before finishing at Tredegar House, just outside Newport. The route is approximately 75 miles and both picturesque and relatively flat.

Applications are being limited to 100 vehicles, and all types of classic cars are welcome. It will be an untimed run, with no element of competition involved, in essence, a 'touring assembly'.

A fee of £6.50 per car will be charged. All profits go to charity, and each applicant will receive a bumper/grille plate (in the style of the Monte Carlo Rally plate), a windscreen sticker of the same shape, route map, refreshments at mid morning and a certificate presented at the end of the run. Programmes will be issued on the morning of the run. Limited back-up will be provided but applicants are advised to be covered by AA/RAC recovery services, or similar.

The South Wales Argus retain the right to refuse an application without giving any reason.

For conditions of entry and further details, please write to Peter Jones, Promotions Department, South Wales Argus, Cardiff Road, Maesglas, Newport, Gwent, NP9 1QW, or ring (0633) 810000, Ext. 278.

Dear Club Secretary,
Once again in 1990 the Lions Club of Sutton are holding our Cheam Transport Spectacular on May Day Bank Holiday Monday. This has become a favourite

'season opener' for very many classic and rare vehicle owners over the years, with up to 200 vehicles of great interest attending in previous years. Probably your Club has been represented in the past.

Once again we intend to maintain our high standards of presentation, with all exhibits roped off and well sited. Crowds next year are likely to exceed 10,000, as we have had before and because this event is the centrepiece of a village fair there will be much to keep your members and their families amused when they are not examining the other exhibits.

We would ask you once again to bring this event to the attention of as many of your members as possible, perhaps through the medium of your newsletter or Club Magazine.

Those interested are welcome to contact me directly at the address below, or I shall be pleased to supply you with entry forms for distribution. There is no charge for entry and a commemorative brass plaque is available if pre-booked for just £2.

As ever your members in attending this event will be helping the Lions to support deserving local charities.

Thanking you in anticipation.

Yours sincerely,

Fred Lale,
Cheam, Surrey.

Dear Mr. Reed,

Work has already started on our 1990 Model and Craft Show, to be held at the Royal Bath and West Showground, Shepton Mallet, Somerset, on Saturday and Sunday, 16th and 17th June.

We would also like to include a section on Vintage and Classic Vehicles, as an addition to the variety of activities planned—from Model Cars to Model Aircraft, Boats, Trains, Crafts, D.I.Y., Camping and Leisure, Videos, and much more.

I am therefore enquiring if any of your club members would be willing to come along and display their vehicles. An award will be made for the 'Best on Display'.

Camping will be available on site from Friday afternoon until Monday morning, and showers can be found in many of the toilet blocks around the Showground. Plus on Saturday night there will be a Disco in the Bar.

We will issue four free admission/camping passes to the vehicle owner, additional tickets may be purchased at a special rate to your club members, full details can be found on the enclosed Entry Form.

I would be most grateful if you could pass on this information to your club members. Further copies of the enclosed Entry Form may be obtained from us upon request.

Alternatively, should you wish to organise a Rally for your members, to take place during the show, please contact us for a Rally Form.

Thanking you in anticipation of your assistance on this matter.

Yours sincerely,

Glenda Bracken,
Mingard Walk,
London.

C O R R E S P O N D E N C E

Dear David,

Just a quick note to you, hope everything is going well, I always look forward to receiving the magazine, it is great to hear what is happening with everyone in the Club. Wish I was there to share the activities with you, sometime in the future I hope to be back, but only for a vacation.

I would appreciate you putting the attached advertisement in 'Floating Power'. Yes, I've decided to sell the 'AEL' St. Phall as I neither have the time or the money to complete its restoration, also we are having a home built and a new baby is on the way.

I hope everything goes well for you and the Club in the coming decade.

Yours sincerely,

Alan Sibley,
Deltona, Florida, USA.

Great to hear from you Allan, glad to know you enjoy the magazine, you certainly seem to be enjoying life in the USA.—Ed.

Dear Dave,

Congratulations to Martin de Saulle on becoming a proper member with his Big 15 5420 H.

Maybe you will find space to print the enclosed photo copy of "his" car and surprise him. I owned her from 1970-76, most of the time as daily transport. At the time I bought her (for £25!!) I understood she was 1953 but then I could be wrong.

If Martin would like to contact me at the address below I would be glad to let him know a bit of its history.

Yours sincerely,

P Stoodley,
12 St. Mawgan Close,
Bramley Park, Bodmin, Cornwall.

P.S. Incidentally, this car had a Citroen Car Club badge, maybe someone else will recognise her.



Dear Dennis,

It was very appreciated and reassuring receiving your letter. Excuse me for not having replied sooner but I received it just before the holiday season which always seems to have a way of pleasantly upsetting our daily lives.

It appears that our fledgling Club in Toronto at times suffers from the same organisation ills as besets yours. Citroen enthusiasts are still human, albeit crazy, but human no doubt. I received Roger's letter a day before leaving for Europe to attend the "heaven on earth" meeting in Flevohof and, if time had permitted, would have enjoyed arranging to meet TOC members there. Unfortunately I could not and had to settle for pot luck once arriving there. I subsequently learned that it was too big a meet to meet anyone there and therefore hope to have better luck for the next one if it is possible to attend.

Concerning the parts and tools, I was able to obtain all the necessary parts to make my Traction roadworthy. I look forward to putting it on the road next summer at last. In spite of returning home with about two hundred pounds of parts and tools and memories of a fantastic weekend, I unfortunately had all my camera equipment and 10 rolls of film stolen in Amsterdam and am still awaiting the book

being published on the meet by the Dutch Club as my only souvenir. I look forward to meeting you all some time in the future. Too bad it is not just a matter of leaping into our cars and driving over (although if the pollution of the oceans continues we may very well be able to just drive across).

In closing I hope that things will go smoothly for the Club in 1990 and I look forward to continue receiving 'Floating Power'. Should you ever find yourself in this neck of the woods I would like to hear from you.

Steve Loria,
Brampton, Ontario.

Dear Mr. Gardner,

I recently received my membership details through the post, including FP vol. No. 5 and was interested to read Alec Binney's article on insurance for classic cars. As a new owner I was so keen to get my 11 B Normale on the road that I only contacted one insurance company and, as luck would have it, that company was Bain Clarkson. This resulted in a policy with Royal Insurance and, whilst I cannot confirm all the details given yet, I can confirm that I paid a premium of £65 for fully comprehensive cover with two drivers with a £50 excess.

Yours sincerely,

R. J. Herivel,
Rochester, Kent.

Dear Dave,

South West Section — 'Informal' Rally,
Sunday, May 20th, 1990.

If I am not too late in terms of copy deadlines I wonder if I might draw members' attention to the above event which has been organised (on an extremely informal basis) primarily for members in the South West but obviously for anyone else who would like to come along as well.

The venue is to be The Fisherman's Cot Hotel, Bickleigh, a picturesque village four miles south of Tiverton in East Devon. The management have kindly agreed to reserve an area of car parking for up to twenty cars.

It is suggested that members turn up from about 11.30 a.m. onwards and stay for as long (or short) as they like.

Yours sincerely,
Walford Bruen.

(Well done Walford, I hope you get the support you deserve—Ed.)

Dear Dave,

I am sure that I speak for most of the committee members past and present when I say that the tasks we accept are not always easy, involve us in a great deal of time and to some extent, a deal of expense, all for which we receive very little reward and certainly very little thanks.

I personally took over the post of membership secretary nearly five years ago and generally have enjoyed the position, especially having the opportunity to make contact with people from all over the world. However it has been a burden, sometimes heavier than others, it does utilise most of my precious spare time and it does involve me in personal expenditure: Travelling to various venues, meetings etc. and telephone calls. Like most of the committee, I run my own business and I'm sure most people realise that this is not a 9-5 occupation. I also have a young family, who's demands are all too obvious, which all leaves me very little time for my TOC duties.

I have worked out, taking into consideration, travelling and attending official functions, meetings, etc. that I, on behalf of you, the membership, contribute on average some eight hours a week, every week of the year and if that

time was utilised on behalf of my business, I could claim that my bill would be some £6,000! I would never, of course, dream of considering that this is what the club owe me; as I said previously; I enjoy the intimate contact with the club and the membership, that my position affords me and if you like; this is my contribution.

I have found, however, that because of my increasing commitments to my family and my business, which I'm afraid must take priority over the TOC, the eight hours generally occupy the early hours of the morning and/or the weekends, this leave me very little time for anything else; indeed I have two Traction which have hardly had anything done to them in these last few years.

A letter I have received has perhaps opened up a wound that has been irritating for some time and although unjustified in this case; the realisation that perhaps I am now unable for fulfil my role as Membership Secretary as effectively as I would wish.

I have therefore decided to openly offer the position to anyone who is willing to take on the task; remember it doesn't come cheap and be aware that you will also require a room large enough to take the thousands of magazines and a filing cabinet etc., that come with the job. You will need plenty of energy and patience and a cast iron resolve that will not expect any thanks for the task you undertake. I somehow don't expect the offers to flood in, but I'm sure there's somebody out there, who is brave enough to take it on.

I would like to take this opportunity to thank those who have supported me: Bob Wade and Roger Dyer especially and to proclaim my admiration for Dave Shepherd, who has been the Treasurer for the club since it's inception in 1976 and for those past and present, who have taken on the role of Spares Co-ordinators; this surely is the hardest and most demanding of all the roles within the club.

Once again, thanks to those who have offered support in the past and perhaps one day, you will see me at a Rally, in my own Traction!

Yours sincerely,
Steve Reed,
Rogate, Petersfield, Hants.

Dear Mr. Editor,

On talking to Mike Wheals, he suggested that I should write to you regarding my small country house hotel. As I am a Club Member and my Hotel is very close to Glastonbury, where the Annual Rally is to be held, I would be very happy to offer special terms to other Club Members during this period.

The Hotel enjoys an excellent reputation for its food and is well featured in both current Michelin and Egon Ronay Guides.

I would offer a 20% discount against the standard hotel terms and 10% against the two day Bargain Break feature. I am afraid that the latter discount is due to the existing excellent value for the Bargain Break which includes a four-course, ever-changing, selective menu.

If any Club Members wish to take up this offer, please ensure my staff are aware of their Citroen status when booking.

The last offer of advice if you come to Glastonbury — you must visit the Abbey which is spellbinding, the Italian restaurant of Gigi's is super; both are situated in the town centre which is, in itself, disappointing. Our hotel is about twelve miles away; very close to the Sparkford Motor Museum which is a 'must' to visit.

Kevin Bond,
Bonds Hotel and Restaurant,
Ansford, Castle Cary,
Somerset, BA7 7JP. Tel. Castle Cary 50464.

CLUB NEWS

WIND BLOWN HAIR

Now the summer is fast approaching have you ever thought of owning a nice Roadster. David Boyd has found two both of which are up for sale. If you phone him on 0527-89-2134 he will be pleased to give you further details.

The Danish Citroën clubs have hereby the pleasure to invite you to the 9th ICCCR, which will take place in Denmark the 28th, 29th and 30th August 1992.

The place for this great Citroën meeting will be Billund, which is situated in the middle of Jutland.

Close to the big camping site, with all its facilities, is the amusement park Legoland, airport, museums and a lot of other things of interest.

MODEL KIT CARS

Possibly one of the finest Traction kits produced was the Hella 1/8th scale model which has been unfortunately deleted from the UK stock list. However help is at hand, our Membership Sec. knows the whereabouts of 20 of these kits. The price is approximately £120 per kit. Further details may be obtained from Steve Reed at the address on page 3.

FOUL PLAY

Surrey Tractionist Jeff Arnold returning home from work recently in his Onze Legere though he had hit a blackbird. As the bird did not appear in the rear view mirror he assumed that it had flown clear. A few moments later out of the corner of his eye he



noticed a bird shape peeping over the rear door window sill.

Jeff pulled over to investigate and discovered a black chicken caught by its backside (or was it the place the eggs come from?) on the curvy door handle. He continued his St. Francis of Assisi act and released the bird which accordingly flew off with a smile on its face!

Jeff pictured here at the White Hart, Whitchurch checks to see how the eggs are cooking! (Thanks to Martin N. for the above-Ed).

NEXT ISSUE

Latest date for articles, adverts, etc., APRIL 30th. Sorry about the early date but I will be on holiday towards the end of May. Therefore if the magazine has not been put together before I go on holiday, it will be even later than it is getting at the moment.

What to expect in the next issue:

- A member's car article
- Reprint of an article about the bare essentials!

and much, much more?

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.

8 I.C.C.C.R.

The Book of the Rally in Holland is now available
150 pages, 135 pages of photos – 8 colour.
Text in 4 languages. Limited print run.
Price £13.95 + £1.85 postage.

Cheques payable to:

C. D. Conway, 152, Barkham Road,
WOKINGHAM, Berks., RG11 2RP.
(Tel. 0734-783533)

ACCESS

VISA

Knebworth & Loreley Books still available.



Events

May 24th-27th: Tour Haute Savoie area of France.

June 1st-4th: Tour Bourgogne are of France.

June 22nd-24th: TOC Annual rally at Galstonbury.

July 6th-8th: CCC Annual rally at Worcester.

July 13th-16th: Tour of the Chateaux of the Loire.

August 10th-13th: Tour of the Cotswolds.

September 1st-2nd: CCC Autumn rally at Stratford.

November 30th-December 2nd: National Classic Car Show at the NEC Birmingham.

December 16th: Christmas Lunch, White Hart, Whitechurch.

FURTHER DETAILS AVAILABLE FROM MIKE WHEALS.

Classified

For Sale
1953 Light 15 large boot. Part restored. Offers £2,000. T. G. Bird. Tel. (0325) 377406 (North Yorks.).

For Sale
Traction Spares—2 brand new Michelin 'X' 165 x 400 tyres, 4 door, windscreen (Lt15), air filters, 6 volt radio, numerous smaller items. Clive Warner. Tel. Norwich 32912.

For Sale
Citroen Big 15, Slough built RHD, black, factory sunroof, leather interior, 1954, rebuilt engine, used daily, needs attention to bodywork and interior, bargain £4,650 ono. Also period steering rack for above, £25. S. Driver. Tel. (0306) 730552.

For Sale
Citroen 11BL (Paris built Light 15), 1952 big boot. Totally original and in concours condition. This vehicle has never been welded and contains no body filler. One owner for the last fourteen years. Used only during summer months. £8,500 No offers. John Dryhurst. Tel. 05643-3185 (Midlands).

For Sale
Citroen DS21 Pallas. Extensively restored 3 years ago. New wings, door skins etc. and fitted with DS23 fuel injection engine with manual 5-speed gearbox. Used only six times on summer days since rebuild. Rouge de Rio with Grey Pallas trim. A superb car and certainly one of the finest D's anywhere. £8,500. John Dryhurst. Tel. 05643-3185 (five miles from NEC).

For Sale
"AEL" 'St. Phall', 1949 Citroen Traction Avant Special prototype race car, Deutsch Bonnet engine, 5 year

Classified

professional restoration, 85% complete, running, available with all restoration and historical records, parts and ERSA gearbox, would be great fun for historic racing. View by appointment in England, contact John Gillard. Tel. 01-928-6613. Further details 'phone Allan Sibley. Tel. USA (904)-532-5607. Price £15,000 negotiable.

For Sale
New traction drive shafts, 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
RED leather REAR seats for Light or Big Fifteen, good price paid for reasonable condition. Pre-1940 Traction Avant for restoration. Condition relatively immaterial. Must be complete. David Boyd. Tel. (0527) 892134.

Wanted
Wanted for 1949 Traction Big 6. 1 pair 10 inch SS80 Lucas Biflex Headlamps. Twist off handbrake and ratchet. Radiator or header tank. Clock (square instrument dash). Tube type air filter. Petrol filter in boot. Derek Fisher. Tel. (02254) 29533.

REPAIRS, servicing and restorations undertaken at reasonable rates. Whatever your need, give me a call. Dennis Ryland. Tel. (0453) 883935 (Glos.).

Classified

Trade
1955 Black/Burgundy Commerciale. Engine and mechanics rebuilt and resprayed. Requires trimming only. Supplied and delivered with all taxes and import duties paid, £5,500. Ton Smulders, 8 Square Theodore, Botrel, 29930 Pont Aven, France.

If you are looking for a French Traction Ton Smulders will try to find what you want in France. If he can find you one he will deliver to your door with all taxes and customs duties paid at very competitive prices. Apply as above.

Diary Dates

CENTRAL SOUTH SECTION MONTHLY MEETINGS

On the first Sunday of each month the Central Southern Section meets at The White Hart Hotel in Whitchurch, Hants. Whitchurch is situated halfway 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 month, White Hart, Rooley Lane, Bradford. Phone Liz or Jim Rogers for directions and info. Tel. (0274) 45600.

LONDON SECTION MEETINGS

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

Club Tools for Hire

Front hub and outer hub 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 lists and ordering details

Greeting Cards
Pack of six.....£1.50

Mugs
New flaired Traction Mug.....£1.75

Posters
"Les Tractions".....£2.00
"Traction Avant Colour" 3D.....£2.00
"Traction Avant" Blue/White.....£1.25
Magazine Covers Black/White 4 for £1
Ideal for frames..... Set of 20 for £4

Models
Burago Black Diecast 15 CV.....£6.00
Matchbox Roadster/Coupe£3.00

T-Shirts
Citroen (S, M, L, XL, white).....£5.00

Sweat Shirts
Citroen (S, M, L, XL, Navy)£10.00

Badges
Metal TOC Bumper Badge.....£15.00
TOC Windscreen Sticker.....£1.00
Enamel Brooches£2.50
Blazer Badges£5.00

Back Numbers Floating Power

1 copy.....£2.00
2-9£1.50
10+£1.25

For Club 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.

