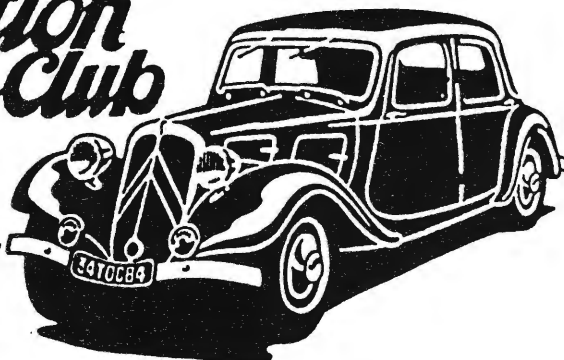




432

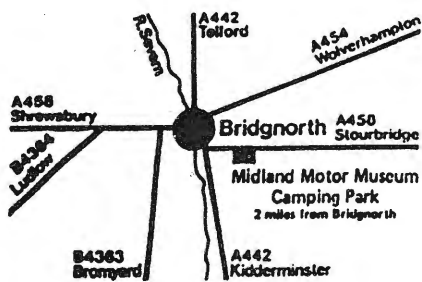
DON'T MISS

The Traction Owners Club ANNUAL RALLY



Bridgnorth 14-16 JUNE

THIS YEARS VENUE IN SUNNY SHROPSHIRE IS AT THE CAMPING PARK IN THE GROUNDS OF BRIDGNORTH MOTOR MUSEUM.



COST : £4.00 PER UNIT PER NIGHT

ADVANCE BOOKINGS PLEASE TO :

MICK BOULTON (STRICTLY BEFORE 9.00pm)

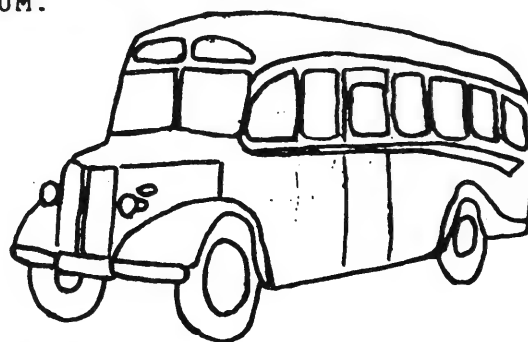
ON 093928 254.

WE SHALL BE ON SITE FROM FRIDAY MIDDAY ONWARDS TO WELCOME YOU.

SATURDAY 15th JUNE. THE MAIN EVENT WILL BE A SCENIC TOUR OF SHROPSHIRE TO INCLUDE A PUB LUNCH, AND FINISHING WITH A VISIT TO ACTON SCOTT FARM MUSEUM OR IRONBRIDGE BLISTS HILL MUSEUM.

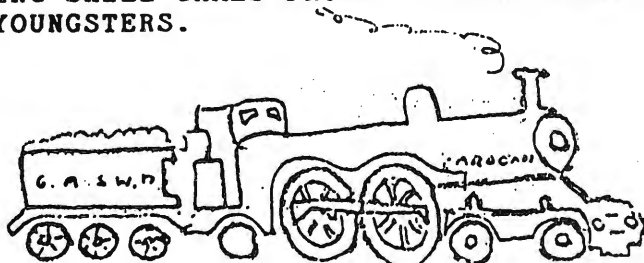
IN THE EVENING WE SHALL GATHER IN A LOCAL PUB WITH ENTERTAINMENT.

TRANSPORT THERE AND BACK WILL BE LAID ON.



SUNDAY 16th JUNE SEES THE IDEAL OPPORTUNITY TO TRAVEL ON THE BRIDGNORTH STEAM TRAIN AND CLIFF RAILWAY. THERE WILL ALSO BE THE USUAL AUTO JUMBLE, CLUB SPARES AND CLUB SHOP, AND CONCOURS COMPETITION.

DRIVING SKILL GAMES FROM 11.00 AM ONWARDS, OTHER GAMES AND SPORTS FOR THE YOUNGSTERS.



Chairman
Roger Dyer,
Hill Top, Tuckey Grove,
Send Marsh,
Woking, Surrey GU23 6JG.

Treasurer
David Shepherd,
23 Longford Road,
Bognor Regis, Sussex PO21 1AB.

Social Secretary
Mike Wheals,
"Ladle Cottage",
11 Fairclose,
Church Street,
Whitchurch, Hampshire.

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

Membership Secretary
Peter Riggs,
2 Appleby Gardens,
Dunstable, Beds. LU6 3DB.

Club Spares
Denis Ryland,
"Woodholme", Frithwood,
Brownshill,
Stroud, Glous. GL6 8AD.

Tool Hire
Peter Simper,
215 Whitton Road,
Twickenham,
Middlesex TW2 7QZ.

Standing Committee
Phillipe Allison,
Stan Barker,
John Gillard,
Colin Gosling,
Tony Hodgekiss,
Steve Reed,
David Shepherd,
Bob Wade,
Nigel Webb.

Club Shop
Steve Southgate,
11 Woodlands Avenue,
Walsall,
West Midlands WS5 3LN.

Eastern Area Contact
John Starke,
The Cottage, Harts Lane,
Ardleigh,
Nr. Colchester, Essex.

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

Central Southern Area Contact
Mike Wheals,
"Ladle Cottage",
11 Fairclose,
Church Street,
Whitchurch, Hampshire.

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

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

Typesetting and Printing
Peter Stenner,
Bailes Fastprint,
Mill House,
Market Place,
Houghton-le-Spring,
091 584 6097.

Editor
David Gardner,
33 Austin Drive,
Banbury, Oxon OX16 7DL.

Titles
Giles Calver.

Honorary Life Members
Fred Annells
David Shepherd

ISSN 0265 0630

Floating Power

Volume 16, Number 1

March, Nineteen Hundred and Ninety-One

THE START of a new volume and a new year of Traction events. I have been asked to point out that even if you do not have a Traction on the road, or even own one, you will be more than welcome at the Annual Rally. It has been commented by those living on the Channel Coast that I refer to the gentleman who reports on the events of the Central and Southern area meetings as the man from the South.

Well, to me he is, anything below Banbury is South, those on the Channel Coast must be in the deep South. It is all a matter of location when you consider that to some people the North/South divide starts at Watford. Whilst on the subject we only seem to get local reports from the Central Southern Section.

Looking at the mailing list, members are scattered all over Britain, so where are the reports from the other areas. Do they have meetings? If so what happens. Do they organise local events, if so let us hear from you, then we could probably swell your ranks.

Located within the pages of this glorious magazine you will note that the Club has set up a 'Helpline'. This is an attempt to counteract the criticisms and frustrations of the membership. The Helpline is an answerphone where you can leave your message or question. You **will** receive a reply provided that you have left **your own** phone number. The Helpline is there to help you, so please use it. If you have any query rather than just muttering that the committee are remote and that you can never get hold of any of them, use the Helpline. At the head of the list of possible enquiries is one about the magazine. Personally I think that it cannot be justified by being at the top, is not your magazine always issued on time?

Another committee decision refers to Trade advertising. Trade advertising has never been a money earner for the Club, the circulation is probably too small and specialised. It was agreed by the committee

that any trader offering services related to Traction may, provided that they are current Club members, advertise their services free of charge. This will provide a benefit to Club members in knowing where help may be at hand (presumably at a price) to do that awkward job that there is just not the time or tools at hand to do.

I will endeavour to ensure that this facility is not abused, but there maybe some initial hiccups.

There is an article in the magazine about the Monte Carlo Challenge. The three ladies in the Traction appear to have done quite well and had a good time. From hearsay the second Traction did not have such a good time. Apparently it rolled over, but was pushed back onto 'all fours' and continued to the finish.

Also in the magazine is a Subscription renewal form for 91/92 membership. To some it may be the second in only a few weeks, but due to an admin. oversight renewals were not sent out for 90/91 and some people forgot to renew until the recent 'red' letter.

Please act promptly because procedures are being tightened up and when you use the Helpline to find out where the magazine is, the reason for its non-appearance maybe that your membership has lapsed.

Finally the cover photograph just goes to show that some people leave their car out in all weathers. The photograph appeared in the pages of the *Guardian* and was sent in by Chris Goffrey with the full approval of the *Guardian*. A copy had also been sent in by Andy Cartwright which goes to show that not all our members are *Sun* readers. Anyway whose car is it and did it start first time?

One final thing, I hope that Arif Majid will not object to having his letter published, but I thought it was very sobering. If you think that you are having a difficult time, read his letter and think again.

David Gardner

The Monte Carlo Challenge

with Carolynn Hoy

On February 11th 1991, three girls set off in a 1952 Citroën Big 15 to drive from Edinburgh to Monte Carlo. The Challenge was a recreation of the "Old Monte Carlo Rally" of the 40s, 50s and 60s. There was to be no pre-arranged service stops, no chase cars or service crews and no pace notes, (in fact the route was only handed out at the beginning of the rally). Everything the girls would need to keep their car going would have to be carried by them.

Carolynn Hoy, the Team Leader, is Senior Race Instructor at Silverstone Circuit and has a past record of considerable success on the circuit. (The car is Carolynn's everyday means of transport).

Liz Linford is a Rally Instructor at Silverstone and has many years experience in off-track rallying.

Antonia Loysen now farms in France. She has spent many years racing saloon cars and is the Team's mechanic.

On Saturday 9th of February 1991, our main worries were not how we were to get to Monte Carlo, but would we make it to Edinburgh for the start!!

It was snowing heavily and we had to guess where to start digging for the Citroën. Most of my chums thought it a huge joke, that I had entered the car for the challenge, and I know that more than one had money on my not even making it to Edinburgh. It didn't help matters when the car developed some obscure electrical problem that left it stranded (very visibly) in Brackley High Street a couple of days earlier. I tried to console myself that nothing else was left to go wrong. The last few things were packed away. I had always thought of it as a big car, but now there seemed precious little space, and the third person would be squashed in the back between the mountains of spares, bags and munchies.

Driving out of the village that morning gave us our first experience of how the car would manage in slippery conditions. Of course we were well equipped for the job. ATS had supplied us with some mud and snow tyres, and these worked amazingly well. The car has always been a little tail-

happy but we found this worked to our advantage, in these conditions we could use the oversteer to make up for the limited steering lock on the tighter corners!

We had a trouble free journey and arrived at the border ahead of schedule. Suddenly in five short miles a few flakes of snow turned into a blizzard that reduced the visibility to the length of our bonnet, it was now dark, and at this point we discovered that if the fog lights were switched on, the wipers fused. We quickly learnt how to fix fuses and bulbs and do a bit of emergency re-wiring, then, we discovered that a junior hacksaw is handy for cutting us out of fencing when we had spun backwards into it . . . but we got there!

Sunday night was spent sorting out the electrics, and Monday morning we were flagged away from Edinburgh Castle and into the rush hour traffic. Those who viewed the odd assortment of cars leaving Edinburgh regarded us with a mixture of amusement and disbelief. It had snowed all Sunday evening and minutes before the off we were informed many of the roads might very well be blocked.

We had decided to share the driving, and would rotate at each Time Control, so by the time we reach Dover that evening we had all driven a stretch and were well and truly part of the car. On the ferry our uniforms (French

policewomen as we were driving a Maigret car) caused some amusement. We had planned to wear them throughout the drive to Monte Carlo (and we did - they were warm and comfortable, and we did not suffer from cold on the trip at all, despite having no heater in the car, and even when temperatures plummeted to minus 30 over some of the Cols).

We docked at Calais at 4.30 a.m. and it was still dark. It started to sleet as we headed north into Belgium for our first scheduled time control at Ypres. By the time we had arrived the snow was falling heavily and was inches deep. We left at our allocated time and headed east along the motorway. The motorways were by this time frightening, we could hear the ice crunching under the new snow and the car was moving about quite alarmingly, but we pressed on, probably as speed which were much more than sensible.

That evening we arrived at Baden Baden, we had been on the road for some 36 hours, and apart from the Ferry trip we had not stopped for longer than 30 minutes. But, road weary or not the car had to come first, and we greased up, checked oil and water and tried to rectify a faulty rear light before turning in.

The next morning we headed south into France and the mountains, and into our first regularity exercise. The dashboard of the car had some pretty impressive instruments fitted to help us with this exercise. (A regularity exercise means that we must maintain an average speed given to us at the beginning of the exercise from A to B. We will be stopped at C which is somewhere before B, but of course they don't tell us where).



Three 'French Policewomen'! L to R Liz, Carolynn and Antonia



Looking rather roadweary at Aix les Baines

Naturally on this exercise they don't want to make it too easy), so the regularity section was over a mountain!

We arrived at Aix les Baines the next evening and once again checked the car over. We were pretty thorough this time, as the car would not stop again until Monte Carlo, and ahead lay the most difficult part of the challenge, 36 hours of continual driving over the most mountainous roads.

The car had run like a train, and apart from some minor peripheral problems, like the rear light that refused to work any longer

than a couple of hours and the rear window that slid down and refused to wind up. The front de-mister blew fuses for a pastime and the rear door lock that would not open from inside the car. All very minor albeit irritating. The car had begun to get a little tappety and we tightened them up. It was fighting fit once again.

It was probably the longest and shortest 36 hours of my life. We all came to trust the peculiar handling characteristics of the car and felt confident to fling the car down the mountain in an effort to make up time lost on the long climbs up. Luck would have it that most of the mountain routes were driven in the dark and I wondered if we would have

been as brave during the day on those narrow mountain roads! As it happened we did have a spin on a road as wide as the length of the Citroën. No retaining wall, just a drop of a thousand feet. I don't think I shall ever forget that one!

As dawn broke on Friday morning we came down the mountain roads into Monte Carlo. Out of the snow we now encountered a new problem, the brakes were suffering and it was necessary to nurse the car the last few miles. The most exciting car journey of my life was over. We had made it, the car had made it and we had learnt a lot about ourselves in the process.

Thanks must go to Paris-a-Traction who agreed to fit a new clutch to the car and ended up preparing the whole car!! All credit to them that the car just kept going like a train.

Thanks to ATS who supplied the amazing M & S tyres, that allowed us to take liberties down the mountains!!

Thanks to Clive Gant who rebuilt the engine, Clive normally builds F3000 engines and found it all very amusing working on such a beast.

And thanks also to Chris Dixon (TOC) who gave me loads of very useful advice and kit.



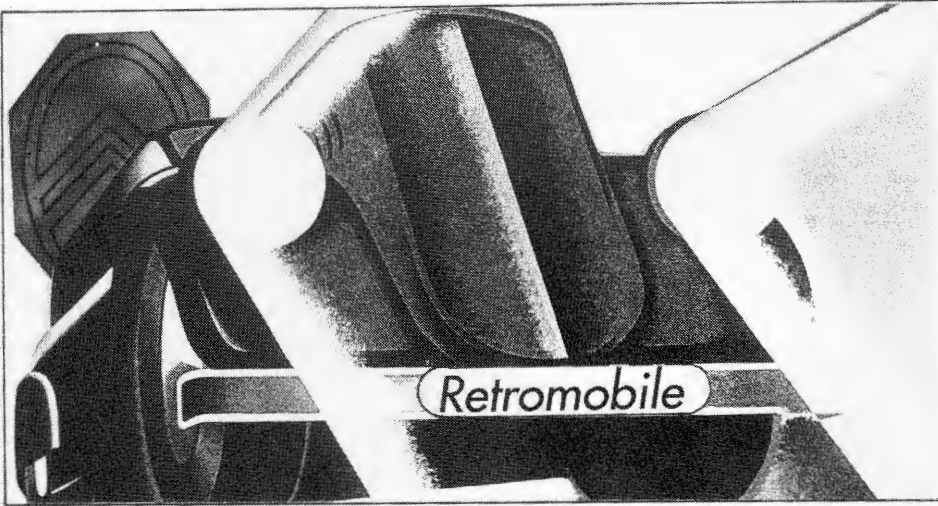
THE NEW T.O.C. 'CLUB HELPLINE' 0425 74476 (Answerphone)

The committee has decided to introduce a 'Club Helpline', to enable any Member who has a query, to obtain information by telephoning one number. So whether it be regarding non arrival of a magazine, renewal of membership, information on a Tour or Rally or even Technical questions, by phoning the above Answerphone number, a call back will be received, from someone who has particular information on the subject:

WHEN PHONING GIVE:

1. Full name.
2. Phone number.
3. Brief description of subject matter on which information is required.

REMEMBER THIS SERVICE IS TO HELP YOU AS CLUB MEMBERS TO TRY AND AVOID THE AGGRAVATION CAUSED BY PHONING 'EVERYONE IN THE BOOK' TO ONLY FIND 'NO REPLY'.



THERE WE WERE, back in Paris again! This time it was for Retromobile, was it really THE exhibition we'd read and heard so much about?

The answer unquestionably YES! Now in its 19th year it has become the most successful old car show in Europe, combining superb organisation and presentation with "glitz" and elegance. In a word Retromobile has "class"! Some of the world's greatest cars were on display, including those from exclusive private collections — Donald Campbell's "Bluebird" Land Speed Record car loaned by the National Motor Museum at Beaulieu, a 1930's Tulipwood Hispano-Suiza and a "wild" Cadillac V18 of 1937 from the American Blackhawk Collection. Henri le Maitre's superb Duesenberg on sale with a price tag of

£400,000 (an opportunity for one of our club members — Editor?) and two Bucciali "Double Huit" V16's — a 1931 chassis and a 1930 Saouchik bodied coupe. In the presence of such magnificent machines one could only gaze and admire; these cars were quite simply absolutely breathtaking!

Most club stands — and they too conformed in quality of presentation to maintain the aura of elegance and luxury that pervaded the show — were limited to two examples of their marque each giving an impression of effortless spaciousness and quiet refinement. Citroen had a "family" of half-a-dozen stands grouped into a "village" occupying both sides of one end of an aisle not far from the main entrance, among which were the 'Traction Universalle', 'Club L'Amicale Citroen', the

'Citroen Club of France', along with the French DS/ID and SM Clubs. It was an impressive display for the marque with a 1938 French built Cabriolet gracing the 'Traction Universalle' stand which had recently changed hands for 320,000 francs!

We were enjoying a beer and a "sandwich jambon" at one of the refreshment areas — the catering was good, basic quality and not expensive, when we spotted Bernard Citroen accompanied by two or three friends. I remembered meeting them the year before at the Dijon/Beaune Rally organised by the Club des Chevronnes. He mentioned that he had been in service with the RAF in the Second World War, flying B25 Mitchell bombers (with the Free French) based at Cranwell. He and sister Jacqueline are the two surviving children of the famous father. The evening, en passant, we were able to join other Traction enthusiasts at a dinner organised by the Amicale Citroen in the Cafe d'Andre, near the location of Andre Citroen's factory on the Quai de Javel — demolished in 1976.

But back to Retromobile! As you'd expect, there were Bugattis galore on display — more than I'd ever seen before — together with cars representing most of the English and German marques. Two exhibitions had been staged within the show — one commemorating a hundred years of Panhard production, the other featuring early motorbikes from Czechoslovakia. Stands selling spares and automobilia abounded, crammed full of everything from brass headlamps to glass mascots, from tin models to hub caps, workshop manuals, collectors magazines to assorted accessories. How about a set of Bugatti wheels ("hors prix" of course) or a Bugatti named engineer's vice for 25,000 francs (depends what the vice was — Ed), or a steering wheel for a Traction for 1,500 francs. If you had the money Retromobile had the item you were looking for — and a lot of other bits and pieces besides! There was even an enormous noticeboard where you could advertise your wares or leave messages for free — an interesting touch.

Retromobile certainly exceeded my expectations. What apparently started life as a tiny gathering all those years ago is now an elegant international show for older classic cars. It occurred to me that if a collection of Czech motorbikes can be part of a special feature it surely can't be long before the H-van comes into its own with a display commemorating 30? years of production thereby adding still further to the undisputed elegance and class of Retromobile.



This right-hand drive Big 15 Roadster of 1938 is Paris-built. Owner Alain Le Febvre, son of Andre Le Febvre, designer of the Traction.



Federation of British Historic Vehicle Clubs

"to uphold the freedom to continue the use...
...of all mechanically propelled road vehicles"

Elton House Church Lane Tydd St. Giles Wisbech Cambs. PE13 5LA

D.V.L.A. UPDATE

The re-allocation of lost registration numbers scheme came into operation on 5th November 1990. Since then we have been inundated with letters on this subject and we are trying to deal with each one but in some cases the reply will not be immediate. The greatest concern is the list and we recognised this before the system came into operation. We were able to extend it by a small amount but were told at the time (August) that the list had to be of a manageable size. Since the system started DVLA have recognised that the list needs to be extended and have at all times said it would be a living list, subject to addition and deletion from time to time. However they recognise that a change must be made soon and we therefore hope that a substantial increase to the clubs on the list will be made soon. We wrote to DVLA on 7th December with recommendations and have put forward the names of most who wrote to us requesting their inclusion at that time. DVLA were seeking information by 10th December so as to make amendments in the New Year. We hope that a much larger and more representative list will be produced soon.

Fees charged by clubs for considering application vary enormously and whilst we feel it is correct that there should be reimbursement to cover postage, copying, etc., the charge should not exceed about £10-15. This is more than a large number of clubs are charging, but much less than some. Should an inspection be necessary then a further charge would be appropriate, and fees would normally be less for Club members.

The following has been written by Jon Pressnell to more clearly set out the aims of the system and to provide suggestions for clubs involved with the scheme.

RE-ALLOCATION OF 'LOST' REGISTRATION NUMBERS

Member clubs will already have been sent details of how the DVLA's scheme is to operate, and the relevant forms (V765) are now available from local Vehicle Registration Offices.

The process is summarised in the diagrams attached.

At the core of the system is the list of clubs authorised by the DVLA to validate applications and the need to keep the list to manageable proportions. At present it comprises of 94 clubs. The federation has seen the final list, it is aware that there are anomalies and it will be seeking changes, the addition of some clubs and perhaps the deletion of others. The DVLA has emphasised that it expects some modifications to be made over the coming months.

However, the system has been initiated with the 94 clubs on the list and this is the framework within which we must endeavour to operate. How then can we make the scheme work satisfactorily?

The first point is that clubs on the list should see themselves acting primarily as authorised CLEARING HOUSES; they should not seek to verify themselves any applications relating to vehicles for which they do not hold adequate documentation and of which they do not have sufficient knowledge. Such applications will need to be forwarded for verification/approval to the appropriate club and then passed back to the DVLA approved club in question.

This presupposes a number of things. Above all though, it demands that each club on the list appoint an officer responsible for processing registration number applications; equally, it demands that clubs NOT on the list should do the same. Standard form letters will also need to be devised to look after the paperwork, it goes without saying.

This is only half the story, however. The system requires liaison and active collaboration between clubs catering for related vehicles. Without this the

smooth running of the scheme is certain to suffer. Therefore the Federation urges all clubs on the list to make contact with other clubs catering for vehicles of related ancestry, so that a collaborative approach to the scheme can be achieved.

It is of course up to clubs to decide whether or not to levy a charge on members applying for re-issue of a number. Clubs are however being asked to process application from non-members - that is the nature of the scheme and indeed the DVLA has said that a club may not refuse to handle an application on the grounds that the applicant is not a member of their organisation. It is not reasonable, though, to expect clubs to handle a non-member's application free of charge; clubs on the DVLA list will therefore need to set a fee for this service.

Any applicant unable to find a club within the list that can help should ask their own club to write to Tom Ryland, The Federation of British Historic Vehicle Clubs, c/o Ilex Lubricants Ltd., Reform Road, Maidenhead, SL6 8BY, who will be pleased to assist.

Federation officials are also always happy to give advice and committee members with particular expertise are Tom Ryland who has responsibility for liaison with DVLA, and Jon Pressnell, c/o Classic and Sportscar, 60 Waldegrave Road, Teddington TW11 8LG (Tel. 081 943 5939), who has extensive knowledge of the vehicle club world.

The Federation will be following closely the operation of the scheme and would appreciate feedback from member clubs on their experiences and on the number of applications they receive. The more information the Federation has, the better it will be able to recommend additions to - or deletions from - the DVLA list.

Although the system that has been set up is less than perfect, it is a major step forward and with a positive attitude from clubs and a spirit of inter-club collaboration, there is no reason why it should not evolve into a very satisfactory solution to the problem of 'lost' numbers.

MORE ABOUT THE LIGHTING REGULATIONS 1989

My previous note on these regulations (Spring News Sheet 1990) did not go in any detail into problems of dipping headlights. It seems that many people are concerned as to the legality of those systems which either swivel one light and extinguish the other or extinguish both and substitute a separate dipped beam lamp.

The relevant requirements for main-beam headlights are in Schedule 5 where Part II applies paragraph 10 of Part I to optional main beam headlights. Para 10 is worth setting out -

"10. Electrical connections -

- (a) Every main-beam headlamp shall be so constructed that the light emitted therefrom -
 - (i) can be deflected as the will of the driver to become a dipped beam, or
 - (ii) can be extinguished by the operation of a device which at the same time either -
 - (A) causes the lamp to emit a dipped beam, or
 - (B) causes another lamp to emit a dipped beam
- (b) Where a matched pair of main-beam headlights is fitted they shall be capable of being switched on and off simultaneously and not otherwise."

The requirement that a vehicle with more than three wheels has to have two main-beam headlights does not apply to optional lamps and Table 1 of Schedule 1 exempts all vehicles first used before 1st January 1931 from having obligatory headlights. This applies to both main-beam and dipped-beam headlights so we

start with the unassailable position that vehicles first used before 1st January 1931 can legally be used with a single headlamp whether it be main-beam or dipped.

From this point there are two contrary arguments.

First, the theoretical argument. This requires Paragraph 10(a) to be read disjunctively so that the lamp that dips can be allowed to act as the "another lamp" for the one that goes out. Or, of course, for the separate dipped lamp to act as the "another lamp" for both the main-beam lights when they both go out. We are all indebted to Barry Blight for carrying this argument to the Ministry of Transport. The Vehicles Standards and Engineering Division (Direct line 071-276 6432) accepts it with the health warning "Final interpretation of Regulations however, rests ultimately with the Courts". Although the Ministry does not mention it, para 10(b) is satisfied because both main beams extinguish simultaneously, one to nothing and the other to a dipped beam. What you cannot have is a pair of main-beam headlights (even if optional) where one goes without the other unless that other converts to a dipped-beam. And note that nothing whatever turns on whether your equipment is original or not.

While this may satisfy your doubting MoT man even if it is not spelt out in his manual and may be fine for those who seek a test certificate while intending to use their vehicles solely in daylight, there are, it seems to me, further problems which I would not wish to see go ultimately to the Courts.

Those problems arise because the Regulations do not speak of headlights alone but distinguish between "main-beam headlights" and "dipped-beam lamps". The two receive separate treatment in separate Schedules. Definitions are -

"Main-beam - is a beam of light emitted by a headlamp which illuminates the road over a long distance ahead of the vehicle."

"Dipped-beam - is a beam of light emitted by a lamp which illuminates the road ahead of the vehicle without causing undue dazzle or discomfort to oncoming drivers or other road users."

Pre-1931 vehicles with headlights which do not dip (e.g. veterans) rely on the fact that their brightest light does not, in the era of quartz-halogen, illuminate the road over a long distance and since it does not cause inconvenience to oncoming traffic, they are dipped-beam lamps. A number of vehicles have high and low beams both of which are "dipped-beam" headlights. All these vehicles have their headlights governed not by Schedule 5 but by Schedule 4 relating to dipped-beam headlights. Paragraph 10 of that Schedule, also applicable to optional lights, states -

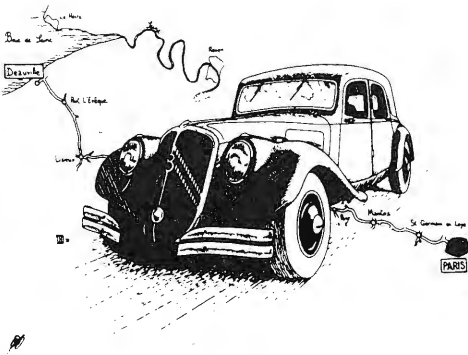
"10. Electrical connections -

Where a matched pair of dipped-beam headlights is fitted they shall be capable of being switched on and off simultaneously and not otherwise."

So, if your pair of headlights do not rate as "main-beam headlights" you are in order if both dip further or if neither dip at all but you clearly fall foul of Schedule 4, para 10 if one of the pairs goes out without the other. If your headlights are not a matched pair (they have different wattage bulbs or one is aligned as main-beam and the other to dipped beam) it is possible to see a number of situations where one headlight can go out without the other and do so with technical legality. But if the thinking between the two paragraphs 10 is the same and is that it is dangerous to convert from two similar headlights to one, then it appears that only unintentional loopholes allow the single dip systems to remain. The Department of Transport has gone to great lengths in allowing us to continue on the roads with equipment designed for a very different era of motoring. If we abuse that leniency by using systems which are a danger to ourselves or to other road users just because the law is written with the modern motorist mainly in mind you may agree that it is we who are the asses not the law.

Arthur Jeddere-Fisher

PARIS DEAUVILLE EN 22



impressive vehicle, yes in my father's words the vehicles was really 'fantastic'. I examined the front of the car, which although longer had perhaps more imposing, was just as elegant as the 11CV. What struck me most was the way that the wings had been enlarged to accommodate the headlights.

My father joined us and greeted Guegan and asked if all was ready and the tank full. "Yes" replied Guegan "but my instructions from M. Roger Prud'homme at the Rue du Theatre are that I am not to go too fast, accelerate too hard, but just in case I've put a spare can in the boot". With a gesture and an introduction a bit like a Parisian street trader selling his wares my father startled us both. "Ladies and Gentlemen, I present to you this sensational automobile which I am christening this very day 'the car of the year' in future to be known as the 'car of the century'. This is the 22CV Citroen. The motor you ask? This is a brand new V8 from Ford!" he continued in his normal voice, "I shall do the driving and you will sit beside me".

I was amazed with the 22's eagerness to move and yet my father managed to drive it cautiously. What acceleration, by the time you could count to twenty she was in top gear (that is third) and apart from moving away from stationary you could stay in top all

day. We climbed, in top, the 'Cote du Mont Valerien' beyond Saint Germain, we took the 'route des quarante-sous'. We passed through Mantes, Pacy, Evreux. We did not even stop at the dealer in that town, I don't know why, but anyway thirty kilometres later in the little village called La Commanderie the 22 slowed down and stopped at the road side.

"The smoothness and acceleration of this vehicle is absolutely amazing" said my father, "You should try it for yourself, you take the wheel and I'll get in the back". Guegan frowned heavily and looked as though he was about to object, but my father stopped him his tracks.

"Young Bernard has been driving since he was ten".

"Yes sir, but a little 5CV is not quite the same as a massive 8 cylinder".

"Without doubt, but Bernard has already tried out the 7CV that his sister Jaqueline drives".

"Just the once it appears!"

"Stop being so worried about it".

I took the wheel of the 22, starting in La Commanderie and drove for about a quarter of an hour. A mind blowing 15 minutes! I reached cruising speed in what seemed like a few seconds, driving without any danger at

The following article appeared in the Winter 1990/1991 edition (No. 31) of *Traction Avant* and is here reproduced by kind permission of the club "La Traction Universalle". Approximate translation by your friend M. Roue-Pilote.

PARIS-DEAUVILLE in a 22CV

It is now more than 50 years since a young man of 16 years drove on the roads of Normandy, what can only be described as the dream 'prototype'. Bernard Citroen remembers this made adventure at 120 Km/h

At that time at the beginning of 1934 the factory at Quai de Javel was in a very excitable state, a new model, designed by the engineer Andre Lefebvre and style by the Italian Flaminio Bertoni following instructions by my father Andre Citroen, was soon to be launched. That car was to be the Traction Avant 7CV.

Totally revolutionary this vehicle was to be presented to the concessionaires on the 24th March 1934 and to the Press on the 18th April with the first viewing by the general public set for the end of May. But already Lefebvre and his team were working relentlessly on a bigger and faster model, the 11CV.

I was then 16 years old and was following with great interest the events at Javel, but I had to concentrate my thoughts on items much more important, for me that is, the college examinations. So it wasn't until 20th July that I interrupted my holidays to return to Paris to take the college oral examinations. Happily I passed the exams. My father was delighted and told me as a special treat on the following day I would be going on a journey from Paris to Deauville in a 'fantastic' vehicle, the very existence of which I would be totally ignorant.

At nine o'clock the following morning, very excited, I ran down the stairs and hurried along Rue Octave-Feuillet. A burly chauffeur named Guegan stood guarding a most



120 Km/h! What a delight! Even with the 'brave' chauffeur grumbling away beside me I carried on to just before the tight bends of the River Thibouville. Guegan then took over, briefly congratulating me now he felt more reassured.

By mid-day we had arrived at Deauville. I was waiting for a triumphant drive through the centre of the town and even along the promenade. It never happened, my father had arranged that we headed straight for the 'villa' and we parked the car in front of the garage. "You will put her inside straight away" he told the waiting mechanic, "cover her with a sheet and don't let anyone near. Pay careful attention during the night!"

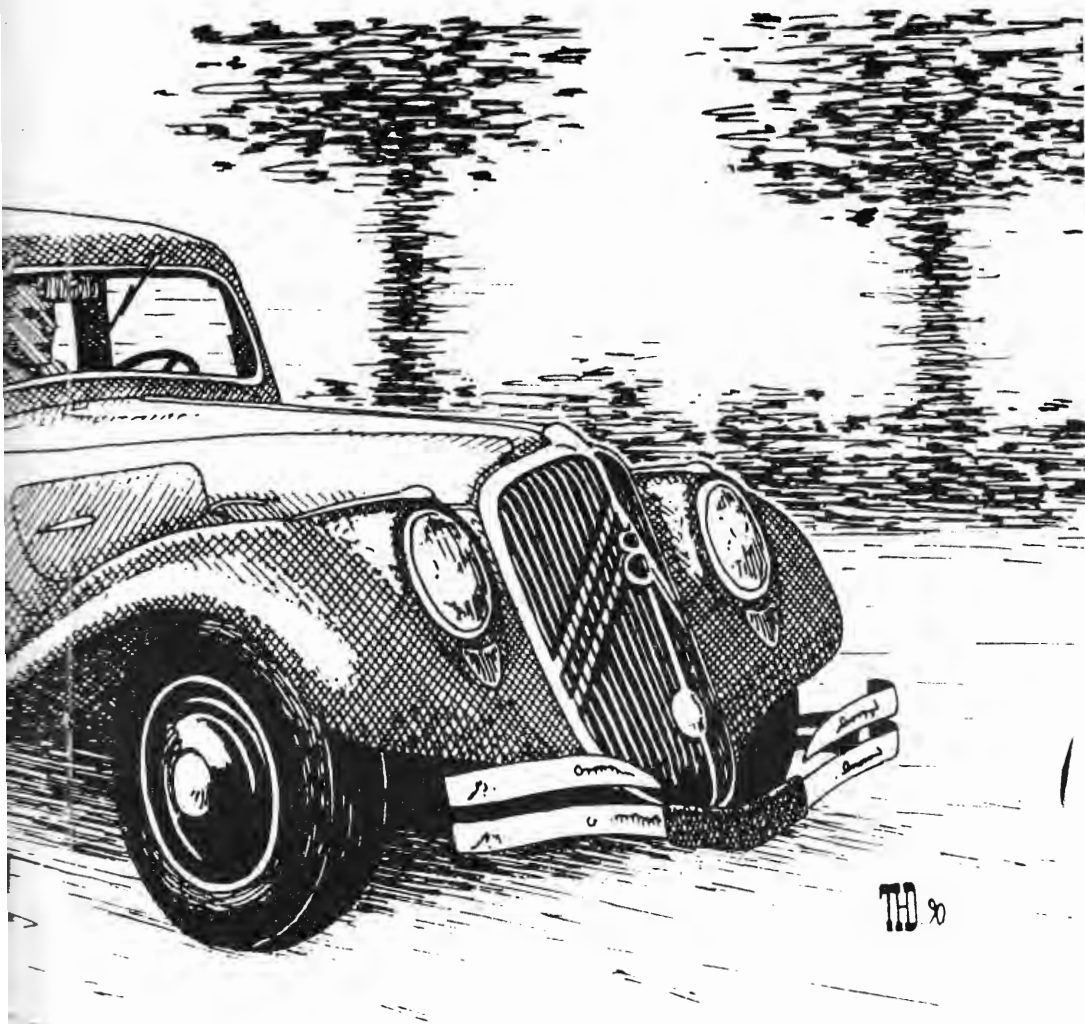
"Don't worry M. Citroen I'll be sleeping in the garage, I've a mattress on the floor and I am a very light sleeper".

Andre Citroen returned to Paris in the 22 two days later accompanied by Guegan. I understand that the car went straight back to M. Prud'homme at the Rue de Theatre from whence it came.

In October at the 'Salon de l'Automobile' I saw for the last time a 22 Berline and a Cabriolet. At the end of Autumn in 1934 the difficult times began and economies had to be made. The 22s had already disappeared from circulation, but what had become of



Colin Gosling talking to Bernard Citroen at Retromobile this year.



them? Jacques Borge and Nicolas Viasnoff explained in the well researched publication *La Traction*.

"On the subject of the 22 Legends abound by the man in charge of the 'experiment' Roger Prud'homme confirms that the cars, whilst remaining for a while in the workshop, were all eventually destroyed or adapted and sold as 11CVS at the start of 1935."

During the war I met an old cousin of my fathers in London. He claimed that a 22 was secretly taken to England (yes lads England - wake up) and hidden in an aircraft hanger in the Winter of 1935. But in 1941 during a bombing raid the building was totally destroyed and the 22 disappeared in the rubble. It is however necessary to add that this cousin in the typical British fashion had a good sense of humour if not a very vivid imagination. He could well have invented the whole story! For myself I shall never forget those 15 minutes during which I had taken the wheel of the car of the 'century'.

Bernard Citroen
(from *Le Matin*, 27 August 1984)



National Classic Car Show

A visitors report by Tony Stokoe

My trusty CX and I were feeling rather M1-weary, and so Brian and I decided to let British Rail take the strain for our annual expedition to the National Classic Cars Show at Birmingham's National Exhibition Centre.

As someone who works in exhibitions, it is not often you find me in an exhibition centre once the doors open to the public, unless there is something a miss! So it was interesting to visit a show as a spectator, and appreciate the effort that had been put into the various displays.

The Classic Cars Show is a kind of 'anti-exhibition', rather than the expensive, lavish and occasionally dubious creations that are built to promote companies at 'Trade' shows, the exhibitors at the NCCS rely on subject of the whole event – those precious cars – to do the work for them. And work it does. There is something about driving (hopefully) a car indoors, under lights and onto a carpet or shiny piece of floor that transforms it – suddenly it's interesting. Particularly when it is the immaculate Big 6 . . . but we'll come to that later.

So British Rail delivered us without undue fuss at Birmingham International (?) and the NEC one wet and windy Saturday in December.

We fought our way into the Hall and wandered past what seemed like acres of E Types and onto the Panhard stand. The 'theme' of this years show was 'Christmas' (no marks for originality!) and most stands seemed to be decked out with artificial snow and suspicious looking Santas.

Tony Bond, an old friend of ours, and the force behind the UK Panhard register, had gone for a more appropriate look. The two cars on display, Tony's own PL17, plus an electric blue CT24 were sitting amongst Autumn leaves – after all, when did you last see snow at Christmas?

We both admired the pretty styling of the PL17, and the ingenious features of the CT24 – perhaps that's where Citroen got the idea of glazing over the DS's lights? – before meandering onward.

Our next stop – keeping it purely in the family – was the Citroen Car Club Stand. Their display was certainly comprehensive – 2CV Acadienne, DS, GS, and Panhard(?), plus a wonderful Camionnette/Camper and finally a French 11BL. Edward Davies, the Midland Section Chairman, and the ebullient Jocelyn Remy welcomed us 'backstage' to

their seating area. This involves negotiating a route between the immaculate GS of Dave Dickenson and Len Drew's indescribable DS. A terrifying experience, but we made it to the other side, unscathed (the cars didn't suffer either!!).

Despite being made very comfortable on the C.C.C. stand, and having somehow managed to volunteer my SM for next year's display, we still felt something was missing as we left C.C.C. in search of further stands.

Then I saw it. Over the bonnets of Jaguars and Jowetts, Cortinas and Cadillacs – a beret. Worn at a jaunty angle, and obviously borne with flair, and above it the bright yellow emblem of the Traction Owners Club. The wearer was of course the redoubtable Stan Barker, with his trusty assistant Paul (sans beret). Beside them was a bright yellow apparition, in the form of a C5 Cloverleaf. We were there in a flash.

Stan greeted us with enthusiasm and vin blanc, in equal measure, and Steve Southgate, whose two beautiful Big 6's flanked the C5, introduced me to its owner, Peter Stenner.

My Traction, and Peter's C5 actually have something in common, apart from the name Citroen – they are both bright yellow with black wings. There the similarity ends!! Peter's car is a unique, aluminium-bodied model of the 1920s, the bodywork having been built in Coventry.

The Cloverleaf, by definition, had a third

'dickie' seat in its pointed tail, but this C5, although the same basic shape, has a closed in rear quarter – perhaps the original owner preferred a tête-à-tête to a ménage a trois!

The other two cars on display, belonging to Steve Southgate, were the beautiful claret red NYU 424 which he brought to the Cotswolds Tour earlier in '90, and the unique and much travelled Ministry road test car MYP 575. Steve had also brought along a recent album of photos of the cars shot in 'period' style, assisted by a team of langorous Parisienne models, who looked not unlike the Southgate family!

The exhibition was certainly busy, despite the weather, and the TOC stand had attracted its share of interest and new members. The show is an important event on the calendar of TOC and it is commendable that volunteers Stan, Steve and Peter had put so much effort into our display. Thanks to you all.

I remember about four years ago visiting the TOC stand at the Classic Car Show, and buying a 'Les Tractions' poster from Mike Wheals, whose enthusiasm was – and still is – infectious! Although I didn't sign up at the time, the effect eventually filtered through and with the arrival of a certain yellow and black (soon to be deep red) vehicle in April 1990, I at last felt qualified to join! The importance of TOCs appearance at events such as the NCCS cannot be over-estimated, so thanks again to all those involved.



TECHNICAL

These two items appeared in an earlier issue of *Floating Power* and were submitted by André Ciantar (torque settings) and Jack McKarr (horns).

Whilst every effort is made to ensure the accuracy of the information and advice published in this magazine, neither the TOC or the officers and members thereof, or the authors, accept any liability whatsoever for such information and advice.

Light 15 — TORQUE WRENCH SETTINGS

	Kgm	lb Ft		Kgm	lb Ft
Engine			Gearbox		
Breather pipe set screw	2.5	18	Coupling flange nut to crownwheel	10 to 12	72 to 87
Camshaft chainwheel	15	108	Crownwheel bolts	6 to 7	44 to 51
Camshaft thrust plate	1	7½	Cap (2)	2	15
Clutch attachment to flywheel	2	15	Cap, main shaft (3)	14 to 16	101 to 116
Clutch casing	3	22	Caps, flange bearing	7 to 8	51 to 58
Connecting rod bolts	3-4 max	22-28	Cap screws, front bearing	2	15
Crankshaft bearing caps	7	51	Front bearing (4)	15	109
Crankshaft chainwheel	20	140	Gearbox cover	2	15
Cylinder head	3 then 5	22 then 36	Gearbox to engine	2	15
Flywheel to crankshaft	2.5	18			
Manifold	1	7½	Front axle		
Manifold to head	2	15	Brake backplate mounting bolts	2	15
Mounting bracket on engine	4.5	32	Brake shoe to backplate (20)	3	22
Oil feed to pipe head	2	15	Hub nut	30	216
Oil baffle set screws	1.5	11	Hull stud nut (5)	20	145
Rocker shaft to head	1.2	9	Outer ball race slotted nut (4)	15	108
Sump bolts	1.2	9	Shock absorber	8	58
Timing chain lubricator	1	7½	Silica block fixing nut	4.5 to 5	32 to 36
Timing cover bolts	1.2	9	Steering arm to swivel	10	72
Timing chain lubricator locknut	1.4	10	Swivel to driveshaft (17)		
			Upper ball joint (42)	7	51
Oil pump			Cap (6)	5	36
Filter to body	1.3	10	(locknut)	8	58
Pump body set screw	1.3	10	Upper link arm slotted nut (9)	6 to 8	43 to 58
Oil pipe to block (locknut)	6	44			
Oil pump to block (locknut)	1.5	11	Rear axle		
Tubular support to body	2.5	18	Brake cable sheath bracket	2	15
			Brake backplate nuts	2	15
Water pump			Link arm ring nut (9)	25	180
Fan mounting set screws	1.3	10	Shock absorber pin nut	15	108
Gland nut (29) (locking screw)	2	15	Stub axle nut (31)	10	72 then slack off ¼ turn
Pully to shaft	0.5	3½	Cap	5 to 6	36 to 43
Pump to cylinder head	4	29			
Slotted ringnut (26)	3.5	25			
	3	22			

- NB 1. Numbers in brackets indicate part as shown in workshop manual drawings.
2. Kgm are as shown in manual. lb Ft settings have been rounded up to the nearest lb, usually by no more than ½lb.
3. Torque settings taken from 1938 manual.

LUCAS WIND-TONE HORNS

If a horn fails to sound or its performance becomes uncertain, the fault may not necessarily be in the horn. First check that the trouble is not due to such defects as a loose or broken connection in the wiring on the horn circuit, or even a discharged battery as the horns do take quite a heavy current. A short circuit in the horn wiring will cause a fuse, if fitted, to blow. In this event, examine the wiring for

the fault and rectify accordingly before renewing the fuse. The poor performance may also be caused by a loosening of the fixing bolts usually on top of the gearbox on Slough Tractions. Check and tighten as necessary. If examination shows the above points to be in order, the horn may need adjustment, particularly if the unit has been in service for a long time.

Adjustment

If two horns are fitted, disconnect one whilst adjusting the other, taking care to ensure that the supply (live) cable does not come into contact with any part of the Traction bodywork. Adjustment does not alter the pitch of the note but merely takes up wear of moving parts. While adjusting, short out the fuse (if fitted), otherwise it might blow. If a horn does not sound after making an adjustment, release the horn push instantly otherwise serious damage can occur.

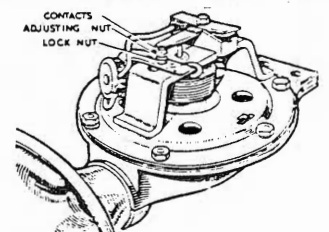
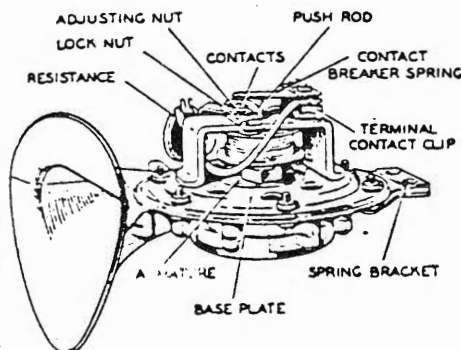
Remove the domed cover from the horn being adjusted by first removing the set screw on top of the dome and then prising it off the horn body.

Slacken the locking nut on the fixed contact and

rotate the adjusting nut in a clockwise direction until the contacts are just separated, as indicated by the horn failing to sound when the horn push is operated. Turn the adjusting nut half a turn in the opposite direction, and hold it while tightening down the locking nut.

The aim of the adjustment is to obtain the best performance with the least current. Check the current consumption with the aid of an ammeter. This must not exceed the stated figures for the following Wind-tone horns: WT28/9, 6-volt, 11 amps; WT28/9, 12-volt, 5.5 amps.

If the current is incorrect, further very fine adjustments should be made to the contact breaker until the correct current consumption is obtained. Turn the adjusting nut in a clockwise direction to decrease the current and vice versa.



DEAR MR. GARDNER,

My reason for writing to you concerns a very good friend of mine, namely Gordon Smith, who is situated close to me in a suburb of Sydney, Australia.

Gordon, a very keen Citroen man, over many years, has just concluded the "detailed" restoration on a very early Model Citroen 'Circa' 1920 'A' Model, 3-seater, torpedo body.

Gordon mentioned to me that he has considered selling this beautiful car so that he can go ahead with the restoration of an early Lancia.

I mentioned to Gordon that we could organise details to be published in the Australian "CCOCA" magazine in case someone here in Australia would be interested in the car. As a follow up I thought that the T.O.C. could well be interested in printing details of the car for interest to its members and also in case someone in Europe is interested in acquiring this rare example of the 1920s.

Enclosed herewith is a reprint from the CCOCA Magazine which will contain all the detailed information about the car. Also enclosed are some photographs, we don't want them back.

For interest, Gordon was part of a team here in Australia responsible for the Racing Citroen known as the "Don Wright" Special. This raced in the 1950's successfully. Encl. a copy of an article published in CCOCA Oct./Nov. 1978, for interest.

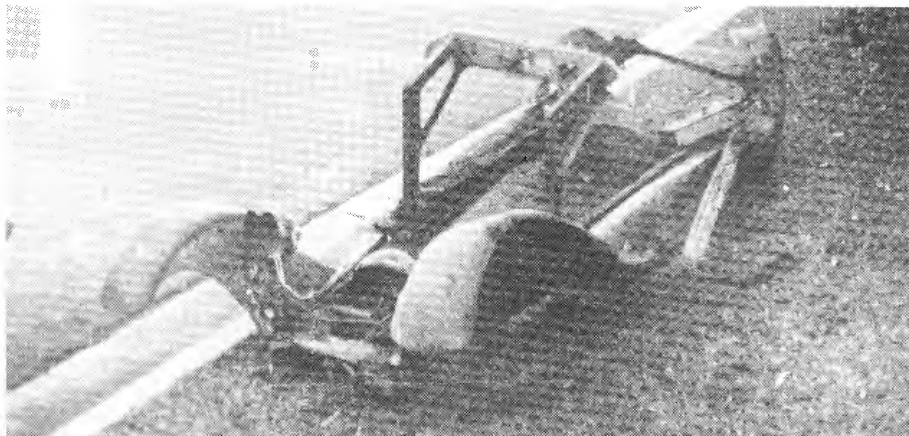
Kindest regards,
BRIAN CLEAVES,
Dundas, N.S.W., Australia

JUST the other week a small letter arrived in the mail requesting the inclusion of a little "For Sale" notice. The car was the property of one Gordon Smith, retired toolmaker of Sydney, and had been his pet project for well on 10 years. It was quite remarkable! Gordon had previously owned a Light 15 which he sold to Brian Cleaves some four years ago. I've yet to meet Gordon but through his letters and phone conversation he presents as a quite understated and charming gentleman in the full sense of the word.

Gordon bought his "car" from David Archibald of Adelaide around 1978. The photo of it on the footpath says all that needs to be said of the task ahead. It came with its original motor, gearbox and differential, with three spare motors in many bits plus an assortment of other items. To many, the concept of a restoration from such beginnings would be sheer folly. (Jon Faine, are reading this with guilt in your heart?). I myself would only attempt it after voluntary submission to a Public Service lobotomy.

Where to start? The engine number is 24730 and as only 28,000 Type A's were made it seems a sure Type A. Gordon points out a number of other items supporting evidence: A bore of 65mm (B's had 68mm); front engine mount separate from the starter handle axis (B's had them co-axial); no pressure regulator on the oil pressure line.

What body style? From the remaining chassis and wood frames it was decided that the body was a 3-seater Torpedo of the late model! Type A's. Gordon based



IT STARTED WITH THIS . . .

his design work on a brochure of a Torpedo and a few photos from Dumonts book of the Type A's. The body is a total rebuild. To complete it, Gordon went to the TAFE to learn panel beating for six years. The result is what you see — I can tell you the colour photos are even better! The windscreen frame had to be fabricated but it did have the pillars intact. Gordon made all the hood bows but being a mere mortal he decided to leave the top and seat leather to a friend who "was handy" with those things. (Don't we all need a friend like that — you should see the condition of my Big 15).

A sharp observer will notice the bonnet is non standard with its multi-louvred sides. Gordon settled on this because the dies for a three louvre weren't available but a friend did have the multi-type die. This is immaculately finished in olive green with black guards (also remade). Seats are brown leather and the chrome work is all new. The level of workmanship is exquisite!

Mechanically, the car "didn't present much difficulty and was quite straight forward" (makes me feel cloth eared and club footed). The diff. work took him 6 months of machining. The halfcases had to be enlarged to accept ball races of a slightly different size and new axles and

struts had to be made. Modern type oil seals have been fitted over the axles at the brake drums. The gearbox was again "straight forward" and now has all new ball races. The motor needed a lot of work.

It now has new pistons, valves, the bearings remetalled, a rebore to the cylinders and the oil pump reworked. The tyres are new and the wheels are well-type as the fitting of the original tyre (18x450) is impossible as they are not available. New king pins and bushes are also fitted. Nothing to it?

The little darling made its return debut in mid-year 1990. Arise, Lazarus! The front cover shows father and "son" on that celebrated occasion. Truly a remarkable effort — and with such attention and care to all possible aspects as befits the first of Andres brood. Breathtaking!!!

You can't stop people like Gordon Smith short of valium therapy. His next project is an early Lancia, I understand.

If you wish to be the owner of the only fully restored Type A in Australia this beautiful 3-seater Torpedo can be yours by contacting the artist:

Gordon Smith
180 Vimiera Road, Eastwood, NSW 2122
PH: Sydney (02) 8691575
Asking price: Around \$30,000



. . . AND ENDED WITH THIS.

CORRESPONDENCE

Dear Mr. Reed,

I duly acknowledge the receipt of the printed letter and the membership application form, and also a sample copy of Club magazine, all of which arrived a couple of days ago, the delay being the disruption of postal services in Karachi on account of the riots and civil disturbances.

I have today applied for funds to be remitted to you with the State Bank of Pakistan, the supreme authority governing all outgoing and incoming remittances, and this usually takes a period of four to six weeks. I would have done it earlier, but the banks were not in full operation on account of curfew being imposed during working hours, but now that the army has taken over, the situation seems to be getting normal once again.

I very much regret the delay and I assure you that the payment shall follow shortly rest assured.

With regards, I remain,

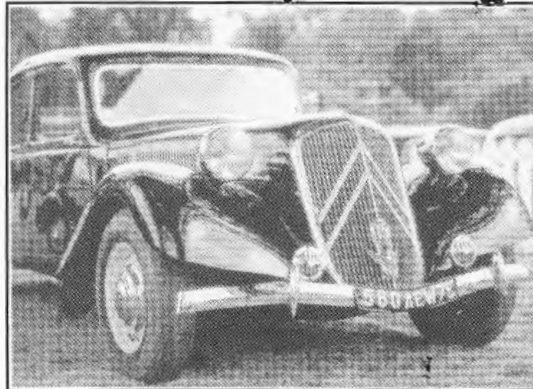
Yours sincerely,
Arif Majid,
Karachi,
Pakistan

Dear Mr. Gardner,

Having just read the January edition of *Floating Power*, I couldn't help noticing the small request at the front of the magazine asking for articles to be sent in. As I have not done much to my own car yet, there is not much I can write about, but I thought you might be interested to see an advert that was in one of the airfreight trade papers using the Traction to sell a German airlines services.

What with Barclaycard using the car in their 'Profile' catalogue and Athena shops selling prints of the Traction it certainly is a car that is back in vogue.

Best regards,
Andrew York,
Laleham,
Middlesex



**German Cargo
Freight Charter.**

**We
transport
anything.**

LIGHT 15 HANDBOOK NOW AVAILABLE

Superb reproduction exactly as per original.
Complete with lubrication chart.

ONLY £8 incl. p&p

From:

R. WADE

29 GOODWOOD CLOSE, MIDHURST,
WEST SUSSEX GU29 9JG

Tel: 0730 813714

CLUB NEWS

NEW MEMBERS

As a new feature we will start listing new members as they join the Club. It is recommended that, if they are interested, new members contact their local representative. It is not possible to issue a full list of members because of the cost and also it could form part of some company's mailing list and we all have enough 'junk' mail without giving cause for more.

J. G. F. Cobbold	— Northampton	M. S. Willows	— Kenilworth, Warks.
G. B. Derry	— Chieveley, Berks.	J. M. Shirley	— Hemel Hempstead
L. W. Barker	— Twickenham	J. Cherryman	— Lincoln's Inn
M. Kay	— Bury	J. N. G. Mason	— Wotton u Edge, Gloucester
S. G. Gyapay	— Hornsey	D. Rosser	— Wakefield
N. R. Hall	— Aston on Trent	P. J. C. Joyce	— Kenilworth
B. S. Longdon	— Urmston, Manchester	D. Preece	— Wombourne, S. Staffs.
R. E. Tisdale	— Meriden, Coventry	J. Bradshaw	— Bray, Co. Wicklow
M. R. Milnes	— Eastbourne	H. W. H. Wilson	— Alton, Hants.
D. Evans	— Upton Magna, Shrops.	J. B. Albert	— Cincinnati, USA
A. J. Bealing	— Tiverton	C. Nearly	— Ickenham, Middlesex
A. Jethwa	— London	A. Gwendael	— St. Gregoire, France
R. J. Moore	— Hayes, Middlesex	J. R. E. Hardy	— Wheatley, Oxon.
A. E. G. Ridgeway	— Sale, Cheshire	S. J. Pugh	— Bingley, W. Yorks.
C. J. Smith	— London	N. W. Opperman	— Studham, Beds.

May I on behalf of the Club members and the committee welcome all new members and perhaps we will see you at the Annual Rally, with or without a Traction. Looking through the list I note two new members who will not have a 'club rep', i.e. France and USA. If these members and current members around the world would like to know the whereabouts of other members in their country, if they write to the Editor of *Floating Power* then I am sure that something can be sorted out.

CLUB NEWS

MEETING NEWS

West Midlands

As from May the West Midlands Section meeting will be held on the SECOND Wednesday in the month NOT the first. Venue remains the same, contact Simon Saint for any further details.

Northern

Northern Section meetings will now be held on the FIRST Thursday of the month. Venue – New Inn, South View Road, East Bierley, Near Bradford. Please phone for more info – Jim or Liz Rogers on 0274 545 600; Andy Cartwright or Lynn Clarke on 0532 561 286.

NEXT MAGAZINE

Last date for articles etc. 3rd May 1991. Currently we have articles on 'News from the South', news from even further South i.e. Australia, some reprints of Traction Arriere and possibly some technical tips and an article from a young Traction enthusiast.

SPARES REPORT

Hopefully by now you all have the long-awaited revised price list. Unfortunately it is already out of date as far as some prices are concerned as these vary constantly, believe it or not sometimes they go down as well as up. At least this list will show you what is available, although I cannot guarantee that all items are always in stock. However I will do my best to satisfy your requirements, although some orders are rather difficult to fulfill.

It is nice to hear from overseas members especially when they send photos and stories of their cars. In fact we seem to send spares worldwide, Australia, Canada, USA, West Indies and even to Thailand to mention just a few. I'm hoping that some-one will send the fare for me to take the spares out to them one day!

As a general policy I am trying to source more of our spares in the UK as this makes purchasing, delivery and quality control

simpler and eases some of the delays which inevitably occur whilst we organise a trip to Holland or France. Obviously in some cases this is impractical as to duplicate some remanufactured parts is prohibitively expensive.

A few new items of interest are the scuttle vent rubbers (which actually fit), rubber pads to go under the volute spring mountings and Slough hub caps (chrome plated brass). My thanks are due to the members who take the trouble to search out manufacturers for items such as the above and also to those who try their local stockists for me when I have been unable to find certain lines. Without their help my task would be far more difficult.

Incidentally if the new price list does not convince you of the scale of the spares operation perhaps the figures will be of interest. In the last ten months of 1990 the Club issued over 300 invoices to members to a total value of over £19,000.

Finally could I ask you to settle accounts promptly – as the great majority of members do. Do not forget this is your spares scheme and if payments do not come in I cannot purchase more items so that some-one has to wait. You never know it may be you!

Dennis Ryland

(With regard to the price changes it is hoped to update these in the magazine every six months or so rather than re-issue the complete price list each time – Ed.)

1st TOUR OF WESSEX AND BRITTANY 8th – 14th July 1991

The English section of the Tour 8th to 10th July inclusive, will be in the Counties of Hampshire, Wiltshire and Dorset.

The campsite and centre for the Tour for the three days, will be near Salisbury, at the village of Wilton.

The Bretons will join us for the 2nd and 3rd days.

The entire area is steeped in history, with Cathedrals, Museums, Ancient Towns and of

course the beauty of the Hardy Country. Visits to some Major places of interest will be arranged.

Midday and evening meals, and also entrance fees to Major places visited, are included in the charge.

Why not come and join us for the whole or part of the tour.

The costs are as follows:

Entry fee per car£10
Each adult (including camping)£60
Each child under 12 (including camping) £30

For those who prefer hotels:

Each adult (excluding hotel)£50
Each child under 12 (excluding hotel)£25

Hotels: a list will be available on application for self booking.

Following this section of the tour it is proposed to sail as a group from Poole to Cherbourg, on the 23.00hrs. sailing of Brittany Ferries on 10th July.

The Brittany Tour will commence on arrival on 11th July, and continue on 12th, 13th and 14th.

The cost of this section will be approx. £50, to include camping and evening meals (breakfast and lunch is excluded).

Hotels will be available for self booking.

Application forms for both sections of the tour can be obtained by writing to:

Stan Barker, Barcus Mead,
North Ripley, Christchurch,
Dorset, BH23 8EP

Or to:

Mike Wheals

Or why not phone the TOC 'Club Helpline'
0425 74476.

All applications together with the relevant deposit must be received by 1st June 1991.

IF YOU INTEND TRAVELLING TO FRANCE WITH THE MAIN PARTY, DO NOT MAKE FERRY RESERVATIONS BEFORE CONTACTING THE ABOVE.

TOC CLUB SHOP

GREETINGS CARDS. Pack of Six with Envelopes.....	£1.50	SWEAT SHIRTS	
POSTERS:		Embroidered Traction Motif	
"Les Tractions".....	£2.50	Men's/Ladies (26", 30", M, L, XL).....	Children £12.00
"Traction Avant Colour 3D".....	£2.50	Red, Navy, Grey, and Burgundy.....	Adults £14.00
"Traction Avant" Blue/White.....	£1.50	SPORT SHIRT	
MAGAZINE COVERS. Black/White.....	4 for £1.00	Embroidered Traction Motif	
Ideal for Frames or Gifts.....	Set of 20 for £4.00	Men's/Ladies (S, M, L, XL)	
MODELS:		Red, Light Blue, White.....	£14.00
Burago Black Diecast 15CV Boxed.....	£6.00	T-SHIRTS	
Matchbox Kit Roadster/Coupe.....	£4.00	Traction	
BADGES		(S, M, L, XL, White/Red/Blue/Grey).....	Adults £6.00
Metal TOC Bumper Badge.....	£15.00	Traction (26", 30", Red/White/Blue).....	Children £5.00
TOC Windscreen Sticker.....	£1.00	WAREHOUSE COAT/OVERALLS	
Enamel Brooches.....	£2.50	Polycotton, Royal Blue,	
Blazer Badges (last few available).....	£5.00	inc TOC Embroidered Badge (42", 44").....	£15.00
New Embroidered Traction Avant Badge (3").....	£5.00	OVERALLS	
		As above	£19.00
		Small Red/White Available Soon.....	TBA
		Large Red/White Available Soon.....	TBA
			New Items Soon

Please Add £2.00 for Post & Packing — Cheques to TOC, any overpayment will be refunded.
Several colours are available in T-shirts and Sweat Shirts, but please give alternative colours when ordering.

Events

SOCIAL EVENTS

May 2nd-5th - Third Tour of Belgium
The two previous tours were excellent and very well supported; there is every expectation that this year's tour will equal them. Full details will be available shortly. Please contact me if you are interested.

May 4th-6th - The Auto Classic Festival 1991 at the NEC Birmingham.

June 14th-16th - Annual Rally
See advert in magazine.

July 9th-15th - First Tour of Wessex and Brittany

September 6th-8th - The Highland Autofest at Inverness

Classified

FOR SALE

1. Traction gearbox - standard three speed, good crown wheel and pinion chipped second gear. £60.
2. Light 12 cylinder head - reconditioned (possibly new!). £40.
3. Radwar aluminium front wing spats (extended type). £30 pair.
4. 4 standard Slough wheels. £8.
5. Lucas windtone horns - nice condition. £15 pair.
6. Car ramps. £8 pair.
7. Williams torque wrench (15-100). Boxed, as new. £20.
8. Newnes motor repair manuals - 4 volumes plus complete set of charts - covers repairs/overhaul of all motor components - also includes chapter on repair of all traction, DS and 2CV models 1948-59. Very good condition. £24.
9. 'Floating Power' - 49 back issues from Volume 2 No.5 (1977) to Volume 13 No.6 (1989) - early issues not getting scarce - lots of T.O.C. reading including technical articles for only. £30.
10. 'Citroenian' C.C.C. Magazine - 37 back issues 1973-84 - lots more good reading/all Citroen models - mixed condition. £6.
11. Reproduction Light 15 repair manual - text/illustrations in binders. £10.
12. 'Citroen Traction Avant 1934-57' Brookland Book - used condition. £4.

Contact: Bob Wade, 29 Goodwood Close, Midhurst, West Sussex, GU29 9JG or telephone: 0730 813714.

Classified

FOR SALE (Trade)

DIY import of Tractions and Ds from all over France. Tractions from £3,200. Ds from £2,300 on, H-Vans from £1,500. All French export papers delivered with the vehicles plus advice given. Cars visible three hours from Portsmouth-St. Malo ferry, two hours from Plymouth-Roscoff. Already several Citroenists satisfied. Delivery possible. Enquiries welcome. Contact Ton Smulders, 8 Square Botrel, 29930, Pont Aven, France. Tel. 010 33 98 06 12 48. Vive la Reine de la Route!

FOR SALE

Sets of 4 ex-motorbike indicators
Chrome with yellow lenses. Fitted with 6 volt lamps but standard lampholder (12 volt lamps can be fitted). Brand new, still in packaging. These would make a very suitable indicator system for your Traction, mounted on the bumper irons. £16 per set plus p&p. Contact Steve Reed. Tel. (0730) 821 792.

FOR SALE

1954 Normale
Over the last 6 months I have fitted to the car NEW: Peacock drive shafts, bottom ball joints, shock absorbers, metal brake pipes, metal fuel pipes, brake slave cylinder, engine and gearbox mountings, indicator, tail and parking light lenses, tyres, regulator, wiper blades, windscreen rubbers and an electric cooking fan. I have also refurbished: inner cardans, brake shoes, steering rack, track rod ends, road wheels, lighting switch, front grille and radiator, plus partial renewing of the lighting system. The car is absolutely complete and in full working order. The engine and gearbox are good and I am assured that the 82,000 Kms is both original and genuine. The car has never let me down and is very comfortable to drive. This is a very reluctant sale, but needs must to finance other projects. On sale in national magazines for £6,500 but will accept best offer over £5,800 from a TOC member. Phone Steve Reed on 0730 821 792.

Classified

FOR SALE

1950 Slough built Light 15
Requires total restoration, non runner, reasonably complete. £1,000. Phone Steve Southgate 021 357 2256.

FOR SALE

1950 small boot Normale
£3,900. For further details phone 021 357 2256.

FOR SALE

1956 Paris built Commerciale
in need of restoration. All welding almost complete, four new tyres, wheels stove enamelled, engine and gearbox done, most of the interior panels have been retrimmed, spare front wings, two rh doors and bumpers included. £2000. Phone Pete Reilly 081 859 1592 evenings or 081 858 9052 day.

FOR SALE

1956 Traction Avant 11B Normale
Good sound condition, recently resprayed and reupholstered. Current MOT and tax. Very original including handbook. £5,500. Phone 02406 3462 (Bucks).

FOR SALE

1934 7C, Paris built.
One previous owner from new. This is very early car with friction dampers, inside access boot, lever arm steering, twin tank fillers and "pullman" seats. It needs complete restoration apart from engine and gearbox which are excellent. Sills, wings, doors are completely sound and the only rot is due to water leakage onto the front floor. Altogether an ideal and fascinating home project on a rare car. £3,950. Phone Steve Kemp, Tilton 309 (Leicestershire).

WANTED

Any reasonably sound wings or doors for a Light 15 1938-52, or other useful spares for a restoration project. Phone Steve Kemp, Tilton 309.

WANTED

Can anyone help me obtain for my Paris built Light 15 an 11D engine, gearbox, six volt starter and dynamo? Please contact: John Cresswell on 081 560 3261.

Diary Dates

CENTRAL SOUTH SECTION MONTHLY MEETINGS

On the first Sunday of each month the Central Southern Sections 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

2nd 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

1st Thursday of the month, New Inn, South View Road, East Bierley, Near Bradford. Phone Jim or Liz Rogers for directions and info - 0274 545 600.

LONDON SECTION MEETINGS

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

TRACTION RESTORATION (Trade)

has moved to new larger premises
MIKE WHEELS will be pleased to work on your Traction and undertake routine-servicing and MOT preparation. Also major overhauls and total rebuilds. All work is to a high standard at reasonable rates.

Traction Restoration,
11 Fairclose,
Church Street,
Whitchurch,
Hants,
RG28 7AN
Tel. 0256 896876

