



Tristan



As a change to the usual advert of the past this is an up to date advert for a Canadian clothing firm—Tristan and Iseut of Montreal. From other photos in the brochure (sent in by Alec Bilney) the vehicle would appear to be a Familiale.

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

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,
M. H. Nicholson,
Steve Reed,
David Shepherd,
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

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 5

November, Nineteen Hundred and Ninety-One

WELL HERE we are again at the end of another year, are they faster or am I just getting older. Another successful year with regards to Tractioning, I look back on many enjoyable events, the most recent being the Classic Car Show at the NEC, at which we had a wonderful stand and a good variety of vehicles. I believe we also signed up a few new members, nothing like getting them before they change their minds.

The magazine has appeared on a reasonably regular basis and I would like to thank all contributors, regular and occasional, for making that possible. It certainly makes my life easier if I do not have to sift through old magazines trying to glean something of interest to fill the empty spaces. I have tried to acknowledge the receipt of any major articles because in the past there have been comments from people who have sent items in but are not sure whether I have received them.

Another on my list for thanking is the printer, Peter Stenner and his staff who do the typesetting and printing. Many thanks for translating my layouts and instructions into a proper magazine which I think is the envy of some.

During the period that I have been Editor of the magazine I have collected a number of

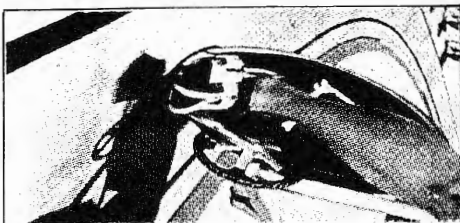
photographs, I know I can hear some of you shouting that you have been waiting for me to return your treasures for months, and I have put some of these together illustrating that the Club is not just a National Club but an International Club, something of which we should be justly proud.

To show that I am quite open in accepting reports on events outside our own calendar there is a report from Harry Howard on a rally in which he participated along with two other Tractionists. The Club goes under the acronym of C.O.W.S. Unfortunately where I am at the moment typing this I do not have a copy of the article and cannot remember what it stands for, therefore you will just have to read the article.

Finally, the recent purchaser of a Traction had a nice (I hope) surprise when he received his copy of *Floating Power* and his recent purchase was shown in all its glory on the front cover. I wish I could take credit for a PR exercise, but it was just coincidence. I have had the photograph for some time, even the member who originally sent it in couldn't remember having done so.

Finally, finally may I on behalf of the committee wish all Club members both at home and abroad a VERY MERRY CHRISTMAS and a HAPPY NEW YEAR.

David Gardner



Traction Arrière

TAXI DE DOUBLE CHEVRON

The origins of Citroen taxi cabs in Paris operated under direct control of the Citroen Company can be traced back to 1925 when the Societe des Taxi Citroen was formed. Before this time the majority of motor cabs in Paris were of Renault design whether supplied directly from Billancourt or by independent

coachbuilders utilising the Renault chassis.

Unlike London where the taxi scene was operated by smaller companies, Parisian taxis in the main were operated by relatively few concerns but consisting of large fleets. Overall, approximately half the total number of cabs were operated by no more than five companies with the remaining cabs being run by concerns totalling between twelve and fifty vehicles each. Whereas London saw a large number of owner-driver cabs, Paris had virtually none.

It was universally accepted that the taxi was much more of a way of life in Paris than any other European capital; the French had a peculiar penchant for the cab and preferred the mode of transport considerably to the tram or the omnibus which was seen to be almost vulgar and not at all sophisticated. So, the taxi matured into a reasonably cheap means of transport with competition ensuring vehicles were modern whilst maintaining as low fares as possible.

Andre Citroen had seen the potential in operating his vehicles as taxi cabs. In the mid 'twenties there were some 15,000 cabs in Paris and by launching the Societe des Taxi Citroen aimed at both running a profitable enterprise as well as promoting a massive marketing exercise for his cars. What better advertisement than a large fleet of clean, comfortable and reliable vehicles. With the formation of the Societe des Taxi Citroen Andre Citroen delivered a fleet of 1,000 cabs all beautifully turned

out in yellow and black featuring the Landaulet coachwork on the B2 chassis.

The headquarters of Societe des Taxi Citroen was the newly acquired premises at Levallois Perret which boasted of 270,000 square feet – five acres on one floor. Provision was made at the garage for complete service and overhaul with separate facilities for vehicle washing and a body repair depot. Maintenance schedules for the cabs were strict, only to be expected from Le Patron.

The enterprise was a success both in terms financially and as an advertisement for Citroen cars. The pretty yellow and black Citroen town cars became a familiar sight on the streets of Paris and for three years provided excellent service. In 1927 the Societe de Taxis Citroen decided that in pursuance of better service and attracting greater custom a new taxi cab should replace the B2's. The B14 was the chosen vehicle but immediately raised a number of arguments. The B14 represented an all-steel saloon with a totally enclosed body, a first for the taxis' of Paris, however, it was considered drivers would not accept the new cabs and would not be so manoeuvrable as the B2's. It was also thought clients would not prefer the new cabs. During the summer of 1927 a fleet of twenty five B14 cabs took to the streets with specially selected drivers for a trial period. The effect of the B14's was quite startling; customers chose the enclosed



RHD B2 as would have been seen on the streets of Paris.



The same B2 alongside a 1927 Landaulet as used as a Paris taxi.

taxis' in preference to others.

The original 1,000 B2 cabs were withdrawn from service and were replaced by 1,400 B14 cabs, the first in Paris to be fully enclosed and have four doors. The same distinctive yellow and black paintwork was retained. The new cabs had several advantages over the B2; it provided far greater comfort for passenger and driver alike; there was more room for luggage which could be placed in the compartment by the side of the driver and there was accommodation which was obtained by utilising occasional seats fitted to the saloon. A feature of the B14 taxi allowed passengers to be carried on the occasion seats free of charge so making a very cheap form of transport for a party of four people.

The popularity of the B14 cabs had an effect on the management of operating the Societe de Taxis Citroen. It was generally accepted that the "cabbies" were a breed apart and the company directors saw their chance to ensure they employed only the drivers who were to be a complete credit to the operation. The Societe employed drivers who were over the age of 35 and who possessed both a state driving licence as well as the special taxicab driver's licence. Whilst a uniform was provided free of charge a deposit of 200 francs was required as insurance against loss. Drivers were not paid a fixed salary but instead were paid a commission on their fares which varied from 27½% of a fare of 30 francs up to 42½% for fares above 50 francs. Petrol had to be paid for by the driver, however, this was sold directly

from the Societe at a far cheaper rate than could be purchased elsewhere.

Cabs had to be washed daily and there was a strict timetable for servicing; the chassis had to be lubricated every four days whilst specific areas had to receive attention every day. Every six months a mechanical revision was carried out including removal of the cylinder head and a de-coke. A major overhaul would be made every twelve to eighteen months. Under normal conditions it could be expected a set of tyres should last from between 15,000 to 18,000 miles but every day tyre pressures were checked.

There were a number of conditions of service when working under the Societe de Taxis Citroen. Drivers had to take their cab out each day before 11.30 a.m. and have it back again by 5.30 a.m. the following morning. Failure to follow the rules would mean forfeiting a days takings or assumption the driver had absconded with the cab so inviting the police to be informed. Clear and concise paperwork had to be kept by the driver so that a record existed of exactly how many miles had been driven, the number of passengers carried and the amounts collected in fares.

On formation of the Societe de Taxis Citroen there were clear instructions laid down towards the policy of dealing with individual Citroen owners and drivers. The Societe had stipulated that its drivers go to the aid of any Citroen car in difficulties. The taxi drivers union had protested and as a result the demand was dropped although

on most occasions drivers did assist on a voluntary basis. As a further show of goodwill taxi drivers would tow a distressed Citroen to the nearest garage for the fare shown on the meter. A company rule did not allow a broken down taxi to remain on the streets as this represented adverse publicity. A twenty four hour repair service assured immediate help and to this end was supplemented by three camions and a Kegrease half track vehicle.

There seemed to be only one criticism of the enclosed B14 taxi cabs in Paris – the all round vision afforded was such that it had an effect on the peace of mind of more nervous passengers who previously had not been aware of the remarkable speed of the Parisian traffic.

Malcolm Bobbitt



"TOC CLUB HELPLINE"
0425 74476 (Answerphone)

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

Bradford to Morecambe Historic Vehicle Run

Sunday, 15th September, 1991

Sponsored by *The Bradford Telegraph & Argus*
Organised by The Craven Old Wheels Society

Coupes des Dames	27	Veteran Class	8
1920 Class	23	1930-34 Class	23
1935-39 Class	26	1940 Class	21
1950 Class	46	1960 Class	47
1970 Class	30	A30/35s 1955-67	17
Sunbeam/Talbots 1938-65	17	American Class	15
3 Wheeler Class	9	Motor Cycles	28
Commercials	18	TOTAL ENTRIES	355

Included in the above entries were 5 CITROËNS:—

- 1948 Light 15 by Peter Harling, Gargrave, Yorkshire
- 1950 Legere by Mick Popka, Huddersfield, Yorkshire
- 1952 Legere by Keith Rhodes, Glencarse, Perthshire
- 1953 Onze Normale by Harry Howard, Leeds, Yorkshire
- 1956 Onze Normale by Alice Gunson-Pugh, Bingley, Yorkshire

THE ROUTE:

Starting at 9 am from Appleyard's Jaguar Centre in Bradford, each car was individually despatched in the presence of the Lord Mayor and Lady Mayoress of Bradford by Andrew Monks who broadcast a description of the vehicle to the waiting crowds. Publicity by the T. & A. ensured that spectators would be gathered along the route out of the City and along the A65. Having signed the Register and received a 'Days Gone By' model of a T. & A. Van I moved off in VLY 67 at 10.05 am and travelled solo for the first 25 miles or so through Shipley, Bingley, Riddlesden, Steeton and Skipton to Gargrave where I picked up my passenger, Graham Dickinson. From there the miles were covered at a gentle rate except where bunching occurred due to the amount of traffic on this very busy route to the Yorkshire

Dales National Park and the Lake District. But, pressing on with due regard, we were soon through Hellifield, Long Preston, Settle and Ingleton heading for beautiful Kirby Lonsdale where the Chairman of the Craven district and South Lakeland council was waiting to greet us. It was here in the car park (a field previously occupied by a herd of cows) that the South Lakeland Tourist Board provided tea or coffee with biscuits for those who wanted a short break and toilet facilities. At this point of our journey we met Peter Harling, Mick Popka and Keith Rhodes but, regrettably, no sign of Alice Gunson-Pugh. The parking field, adjacent to The Devil's Bridge, was supervised by marshals from C.O.W.S. and their daunting task included the marshalling of incoming and exiting traffic, varying from Bond Minicars to Heavy Commercial Vehicles, through a gateway

that permitted one-way traffic and was just wide enough for the 1969 ERF Tractor.

The route from Kirby Lonsdale was via the B6254 passing through Newton, Arkholme and Over Kellet (what a delightful name) to Carnforth where we joined the A6(South) and then, at Bolton-le-Sands, took the A5105 for the final run along the coast through Hest Bank and Bare into Morecambe. These final miles, out of a total of 82 from home, provided a fine view across Morecambe Bay looking towards the Lake District. And so, having travelled the length of the Promenade and acknowledged the welcoming waves from hundreds of holiday-makers, we were directed into the car park to take our position in the area allocated for our Year Class. At the entrance we were welcomed by the Mayor and Mayoress of Morecambe and C.O.W.S. Officials who handed us our Souvenir Plaque and two Lunch Packs. Mick and I had found a spot where we could park alongside each other thereby providing a Legere and Onze Normale for all to see and compare. Details of each car giving information about its history and the Traction Owners' Club were displayed on the windscreens. Although I walked around all the parking areas there was still no sign of Alice Gunson-Pugh and her Onze Normale — I had to conclude that for some reason she was unable to join the happy throng.

A pleasant and uneventful run home with a break at the Anchor Inn at Gargrave ended a day of perfect weather and enjoyment.



Mick Popka's Legere with Harry Howard's Onze Normale.



Keith Rhodes' Legere.

Now I look forward to the 1992 Run and an even larger presence of CITROËNS including a wider selection of our unique cars.

The Craven Old Wheels Society caters for all types and make of cars, commercials, military vehicles, motor cycles, pedal cycles, in fact any type of wheeled transport of historic interest. Regular meetings on the third Tuesday in each month are held in the evening at the Tarn Hotel, Skipton, West Yorkshire and a bi-monthly News Letter is issued to members. Two years ago I was the



Peter Harling's Light 15.

only Citroën owner to enter for the Bradford/Morecambe Run. The growth to five entries has given a splendid showing of the Traction Avant. I hope owners of DS's, A Series and any other pre-1980 Citroëns will consider

entering for the next run which will be on SUNDAY, 20th SEPTEMBER 1992.

The present joining fee is £5 (at November 1991) for a Jan/Dec year. For further information please contact the P.O./Comp.

Sec. Geoff Tuley, Holly Cottage, Lands Lane, Cowling, Keighley, West Yorkshire (tel: 0535 34889) or the Secretary, James Ilott, 64 Albert Road, Colne, Lancashire (tel: 0282 866871).

Harry C. Howard.



"TOC CLUB HELPLINE"
0425 74476 (Answerphone)

When phoning give:

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

Traction



Scotland.



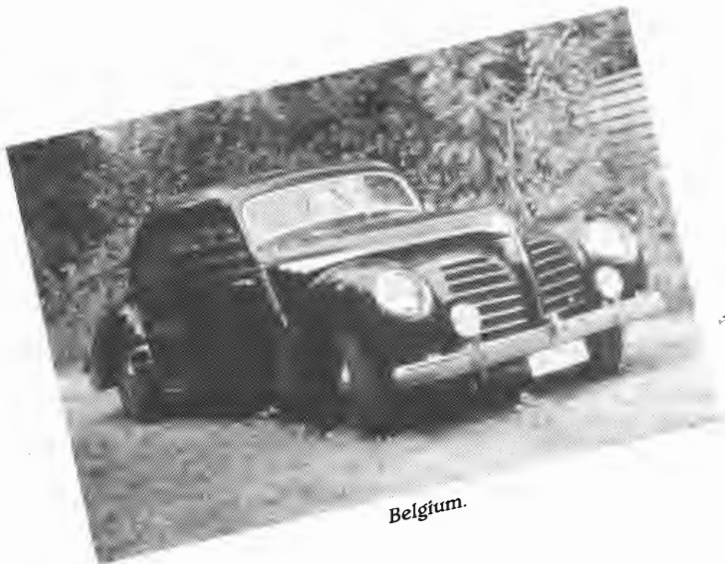
France.



The Scots in Holland.



Saudi Arabia.



Belgium.



Cameroon.

Abroad



ance.



Australia.



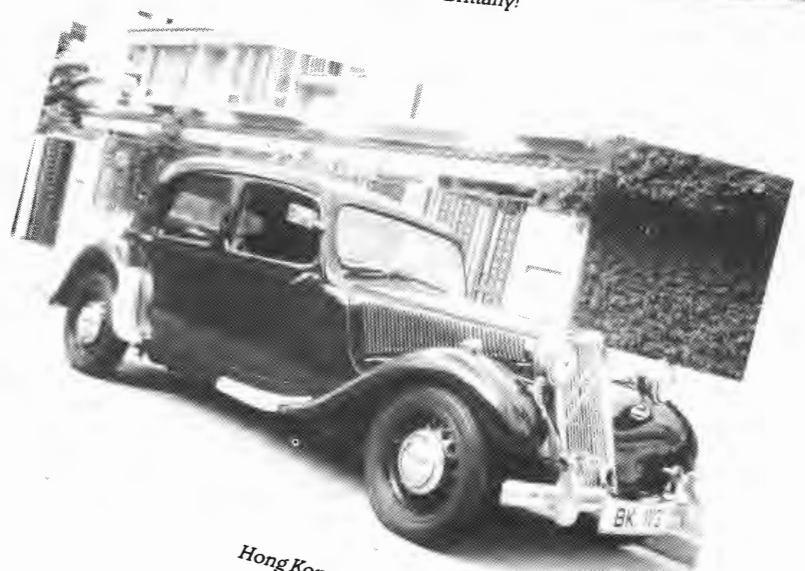
New Zealand.



The English - Brittany!



oons.



Hong Kong.

first impressions from a new member – John Aspinall

How did I ever come to be in this situation?

There we were with only three wheels on 'the Traction' (my very recent and long awaited acquisition), 50 miles still to go the the Roscoff ferry, two hours to sailing time and all the export paperwork still to be sorted out, and it was threatening to rain!

Having jacked up the car, which was the limit of my mechanical competence, my mind detached itself from harsh reality and wandered back over the sequence of events which had brought me to this lonely spot in Brittany in October.

I had long coveted a 'Traction' from an aesthetic viewpoint, although in talking to 'old' car people there appeared to be as many against them as for them. Having read a number of articles over recent years, and seen most examples of the marque at various shows and rallies, my desire for ownership was undiminished.

By then I knew that my preference was for a French built car because they are so essentially – well, French, with such a basic interior and often with taht air of decrepitude which typifies their older cars and buildings alike. For some reason I also prefer the painted radiator grille of the French built cars as opposed to the chrome ones on the British built versions. Furthermore, 'my car' would have the small boot and the Legere bodystyle.

Perhaps even then nothing would have happened, but driving to work one day earlier this year, an ivory coloured 'Citroën Traction' pulled out in front of me. It was in lovely condition, and seeing the car again later, I realised its owner lived literally just round the corner from my house.

I later introduced myself to the Citroën's owner, and so met Steve Southgate, who doubtless will be known to many readers. Steve was able to give much helpful advice and suggested I meet him at a Citroën event in Stratford early in September.

It was at this event that I met Ton Smulders, who had a number of photographs of cars which he had for sale. One in particular caught my eye – it was in fact a 1951 11B Normale, but to me it was the car with the roof rack, which seemed to add a certain distinction. O.K., so it was a Normale and not a Legere, but by then Steve (and others) had persuaded me that the Normale was a more stable car, if slightly less pretty.

At that time, Steve had some interest in an 'H' van, which Ton was selling, and it seemed convenient that we should both travel to France together, view the vehicles, and if in sound condition, purchase them and drive them back to England. We had barely thought of the implications of two drivers and three vehicles.

After lengthy examination, 'my car' was pronounced structurally sound and I was offered a test drive. I had never driven a 'Traction' before and was unsure of what to expect. There was an additional problem in that the brakes on this particular example were not in full working order (along with one or two other items!) but this is not unusual for a car which has been out of use for a long period of time. To save myself undue embarrassment, I

will merely record my relief that the test drive took place on a private road, and no harm was done. But the car had cast its spell on me and acquired a new owner. However, I did resolve that the car would be safer in the hands of more experienced drivers until certain remedial work was carried out to it. To be honest, I was somewhat awestruck by the courage of Ton and Steve who drove the car with such verve (even in the dark with the already dim lights fading by the minute!).

All of which brings me back to where I started. In the course of this spirited 200 mile drive to the coast, one of the driveshafts failed – quite substantially in fact, with chewed up fragments of metal falling off along with the hub when we removed the wheel. Now, I'm not mechanical as I said before, but I know something that none of you do; these cars can be fixed with adhesive tape. Steve applied a few strips of insulating tape to the drive shaft and hammered the hub back on, forming a tight fit – so tight in fact that it proved most difficult to remove it once back in England.

Yes, we caught the ferry (last car on) and eventually returned with the car, by trailer, back to Walsall.

At the time of writing, the car is partly dismantled and being attended to. Closer scrutiny has confirmed the original diagnosis, the car being in excellent structural condition and a most worthwhile purchase. I look forward to returning 'the Traction' to the road during 1992, hopefully attending some T.O.C. events.

My driving experience of Steve's 'H' van . . . well, that's another story!



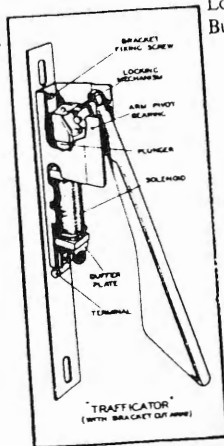
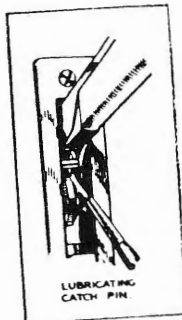
Steve and Ton about to apply the tape!

TECHNICAL TIPS

Simple Servicing

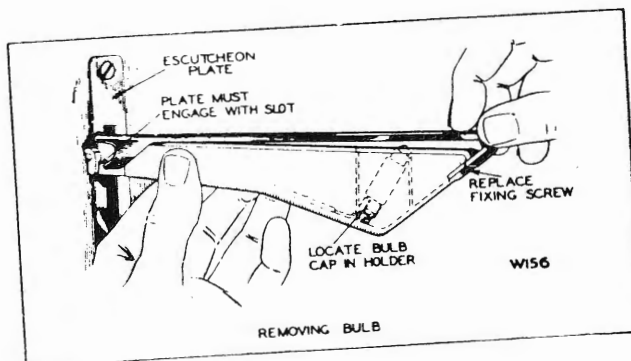
Extracts from Lucas Service Manual – Trafficators

Trafficators do not operate:
 Loose or broken connection in the wiring.
 Fuse blown.
 Arm fouling bodywork.
 Buffer plate bent.
 Lack of Lubrication.
 Internal fault.



Bulb does not light:
 Bulb blown.
 Loose or broken connection in bulb circuit.
 Bulb not earthed efficiently.

Trafficators do not lift to full extent or do not fall completely home when switched off:
 Arm fouling bodywork.
 Lack of lubrication.
 Buffer plate bent.



1. Fuse blown

Examine the wiring and trafficators for evidence of a short circuit which may have caused the fuse to blow. Rectify the trouble and replace the fuse.

2. Loose or broken connection in wiring :

Check the wiring from the fuse to the switch and from the switch to the trafficators. Tighten all loose connections.

3. Arm fouling the bodywork:

This may be due to either the trafficator being badly fitted or to the arm being distorted by striking some object. If the trafficator has been badly fitted, slacken the screws securing the trafficator and move it until the arm operates freely. When the correct position has been obtained, secure the trafficator by tightening its fixing screws.

When an escutcheon plate is fitted, the screws securing it must be slackened and the plate centralised so that the arm can operate freely.

4. Lack of lubrication :

If the action of the trafficator becomes sluggish, it should be lubricated as follows:

- Add one or two drops of thin machine oil to the catch pin between the arm and the operating mechanism.
- Give the inside of the bracket where the plunger bears a slight smear of high melting point grease. Do not use ordinary grease, which when warm, may run into the solenoid core and cause the plunger to stick.
- Add one or two drops of thin machine oil to the pivot bearing of the trafficator arm.

5. Buffer plate bent :

If the plate carrying the rubber buffer is too far forward it will prevent the arm falling completely home: if it is bent back too

far, it may cause the locking mechanism to become jammed. Bend the plate to its original position, i.e. so that the arm falls fully home and is locked, and, also so that the arm operates freely.

6. Bulb blown :

After long service the bulb may need replacing. To remove the bulb, withdraw the screw on the underside of the arm and slide off the metal coverplate. To replace the coverplate, slide it on in an upwards direction so that the side plates engage with the slots on the underside of the spindle bearing. Finally secure the coverplate by means of the fixing screw.

7. Loose or broken connection in bulb circuit:

Examine the connectors from the terminal on the trafficator to the bulb holder. If necessary resolder any connection which may be loose.

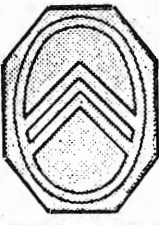


8. Bulb not earthing properly :

The cap at one end of the bulb must make contact with the metal cover. Check that the spring pressure is sufficient and that the inside of the cover where the bulb makes contact is clean and free from tarnish. With trafficators having a black enamelled cover, make sure that the ends of the cover which locate at the pivot end are clean and free from enamel.

9. Internal fault :

If, after following the above procedure, the trafficators are still inoperative, it should be replaced.

It should be noted that the trafficator unit is mounted on a fixing plate and can be removed by the withdrawal of a single screw. Always retain the plate as these differ on various cars and therefore standard replacements are supplied without fixing plates.

	BADGES	COVERS	DRIVE SHAFT	EARLY WHEEL NUTS	FRENCH BUMPER
GREETING CARDS	HEAT SHIELD	INDICATOR LENS		KING PIN	LUCAS SIDELIGHT
					
MODELS		OVERALLS	POSTERS		RUBBER FINGERS
SPORTS SHIRTS	T SHIRTS	VALVE SPRINGS	UMBRELLAS	WISHBONE SPINDLES	



PRICE LIST 1991

- POSTERS** ▶ "Les Tractions" £2.50
- ▶ "Traction Avant 3D" £2.50
- ▶ "Traction Avant Blue/White" £1.50
- ▶ Set of Magazine Covers Blue/White £4.00
- ▶ Greetings Cards (pack of six) £1.50
- BADGES** ▶ Metal TOC Bumper Badge £15.00
- ▶ TOC Windscreen Sticker £1.00
- ▶ Enamel Traction Brooch £2.50
- ▶ Blazer Badges 3" square £5.00
- ▶ Embroidered Traction Badge £5.00
- ▶ "Blinkies" battery operated £3.50
- MODELS** ▶ Burago Black Diecast 15cv £7.00
- ▶ Matchbox Roadster/Coupe £4.00
- VARIOUS** ▶ Ball Point Pen (Traction) £0.60
- ▶ Balloons - various colours £0.10
- ▶ Mugs - Mugs - Mugs £1.50
- ▶ Tea Towels (Traction) £2.00
- ▶ Golf Umbrellas Blue/Gold £17.50
- ▶ Enamel Plaque (Traction 15cv) £18.00
- SWEAT SHIRTS** ▶ Embroidered Traction Motif (Red, Navy, Grey, Burgundy, White)
- ▶ Childrens (26", 30", Small) £12.00
- ▶ Mens/Ladies (M, L, XL, XXL) £14.00
- SPORT SHIRTS** ▶ Embroidered Traction Motif (Red, Navy, Blue, Green, etc.)
- ▶ Mens/Ladies (38", 40", 42", 44") £14.00
- TEE SHIRTS** ▶ Traction Print (Red, White, Blue, Grey)
- ▶ Childrens (26", 30", Small) £5.00
- ▶ Adults (M, L, XL) £6.00
- WORKWEAR** ▶ Blue Polycotton with Traction Motif
- ▶ Overalls (42", 44") £19.00
- ▶ Warehouse Coat (42", 44") £15.00

Post and Packing at least £2.00
Please give alternative colours when ordering shirts.
Steve Southgate - "Spring Cottage", 11 Woodlands Avenue,
Walsall, West Midlands, WS5 3LN.
Telephone 021 357 2256

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

Dear Mr. Reed,

We are writing to tell you about the *Association of Norfolk Car Clubs*, and hope very much that Norfolk members from your Club will decide to join us.

The ANCC was formed during the early 1980s. Many of the Norfolk clubs had, over previous years, been converging on the same local events, and the resulting friendships – sharing a common interest in classic cars – seemed naturally to call for an umbrella organisations to which all the clubs could be affiliated. Representatives from several car clubs within Norfolk then got together, and the Association of Norfolk Car Clubs was born, its aim: 'To generate and support social motoring events for the benefit and enjoyment of car owners and enthusiasts.'

The ANCC currently has around 25 member-clubs. It is a small, friendly organisation, and all work is undertaken on a voluntary basis by the people who represent their respective car clubs. It costs just £5 per club per year to join the Association (individuals who may or may not be affiliated to a local car club are also very welcome to join). All members receive detailed advance information about major events throughout the region, and clubs' representatives meet regularly (in Norwich) to discuss current car themes, swap information, and to plan for forthcoming shows, etc.

The ANCC also organises its own events, open to all member-clubs – including an annual summer barbecue and concours, and an autumn convoy to the Shuttleworth Collection. Two inaugural ANCC events this year were a very successful 'Driver's Exchange Day' in May, and – in July – a fascinating visit to Reymerton Hall, home of Ken Wallis and his autogyros.

If you or your Clubs' 'Norfolk Area' Representative would like any further information, then please don't hesitate to contact us. A warm welcome awaits you from the ANCC!

We look forward to hearing from you.

Yours sincerely,
Ian & Elaine Abel,
Association of Norfolk Car Clubs

'HELP!'

On the 27th of August I started a love affair with a 1949 Slough built 'BIG 6', the car I had always promised myself! It's in a bit of a state, but still remarkably sound for its years. To finance it I had to say goodbye to a dear old friend from France, just when she had her picture published twice on page 12 of the last issue of *Floating Power*. Men! I find myself with shelves of redundant '11' bits while quite a few bits of the six are missing. Are there any tractionists out there with unwanted 6 cylinder bits who want to do a swap or sell at a reasonable price?

I also would like to get into contact with previous owners of KYN 953, who can perhaps check their garages for boxes of bits they forgot to pass onto the next owner. I have met Pierre from Quebec who started work on the car back in 1972. I have reason to believe the car has not been on the road since. I would like to get in touch with a manufacturer of automatic gearboxes from

Tiger Bay in Wales, who drives Tractions (Collin Farr?) and who probably was the next owner. I.e. did he replace the gearbox with a new one that Pierre said he sold with the car? What did he do to the engine, apart from putting brand new liners and pistons in? Does he still have the nuts and bolts to put the head back or the wooden trim for the rear right door?

Finally I have been told by my friend Nico who has something of a 'SIX' museum in Holland, to be on the lookout for the running gear (fusee, drums and brake bits of a HV van), as they fit the SIX and are of better quality. Anyone got one rusting away in their back yard?

Any news, information or simple words of encouragement will be greatly appreciated!

Marcus Lasance
Tel: 0206-230109

Dear British Citroen Enthusiast,

Looking forward to attending our annual rally 1992 from June 5th to June 7th for the first time, I've also started to plan a two to

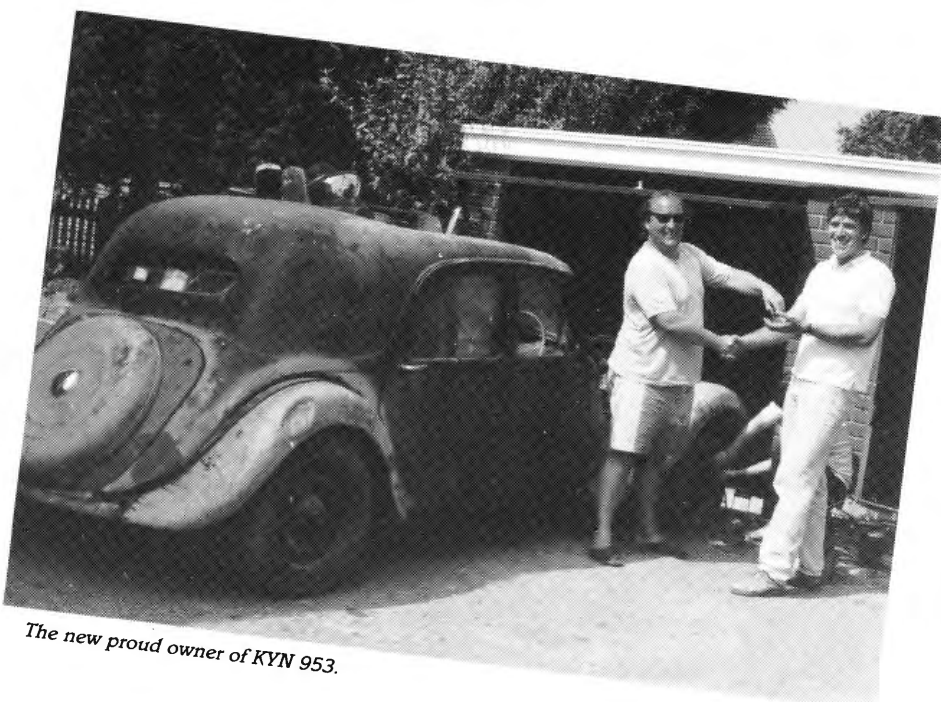
La Croisière bleue
PARIS – ATHENES – PARIS
in Traction in 1992

In the right state of mind of the "Croisières Citroën, ENGRENAGE, a French association of Traction's "lovers" decide to celebrate the birth of Europe in organizing the "Croisière bleue", PARIS-ATHENS-PARIS, in 1992. 7000 kms, 144 tractions through Europa.

Meeting place in PARIS in 1992:

- On the 13th July: Technical checking and final adjustment of the cars.
- On the 14th of July: Feast day in Paris.
- On the 15th of July: Starting from Paris for the crossing of Europa.

From the 15th of July to the 4th of August, each group will choose its concerning roads and should be in Athens, rallying point on the 4th of August.



The new proud owner of KYN 953.

three week holiday in Great Britain. After rebuilding my Citroen 11 CVBN Big Boot from about 1982 to 1989 this would be my first trip to England with my Traction. Therefore I ask you for some assistance or help. I would be very grateful if you could pass me any kind of information about where to stay and nice areas to go to. So please if you have any information about places to see please let me know. And, of course, if any of you needs similar information from Germany, especially Solingen, Cologne or Rhein-Mosel area, please let me know. I'll be glad to be of any help to your readers.

Hans-Toni Weber,
Beckmannstr. 3,
5650 Solingen 1,
Germany

From 4th August to the 10th August, ENGRENAGE will set up the trip in Peloponese.

On the 10th August, departure from Patras by boat for Brindisi in Italy.

The point of returning is expected on the 14th of August in Paris. An imposing arrival will end the "Croisière bleue".

Each country of the CEE will be represented by a crew of 12 tractions. The registrations must be done in a club's name which will set up its own route between Paris and Athens.

Each club will nominate and interlocuteur who will correspond with Engrenage.

CLUB NEWS

ADVANCE NOTICE

SUNDAY, 21st JULY, 1992

**Midsummer Motoring Legends,
The Hop Farm, Beltring, Paddock Wood,
Tonbridge, Kent**

The Club have been invited by WHITBREAD PLC. to take part in this event. There will be no charge to enter the event, and admission is free to the driver of each car.

The provisional program includes:

Classic, Veteran and Vintage Displays.
Concours featuring Best of Class Exhibits.
Racing Car Treasure Hunt.
Pimms Bar.
Champagne and Strawberry Teas.
Hot Air Balloons.
Premier Cars.
Country Pursuits.
Prize Presentations.
Musical Entertainment into the night.

Some members have already intimated that they wish to attend, please apply as soon as possible for an application form to:

Stan Baker, Barcus Mead, North Ripley, Christchurch, Dorset, BH23 8EP, or why not leave a message on the HELPLINE, 0425 74476.

CROWN WHEEL AND PINIONS

The Club has again (third time lucky) been investigating the supply of new crown wheel and pinions (CWP). It is thought a legitimate use of funds for what is an acknowledged weak point of the vehicle and an item that is not currently available NEW. An engineering firm has been approached who is capable of producing new CWPs to the original design and ratio.

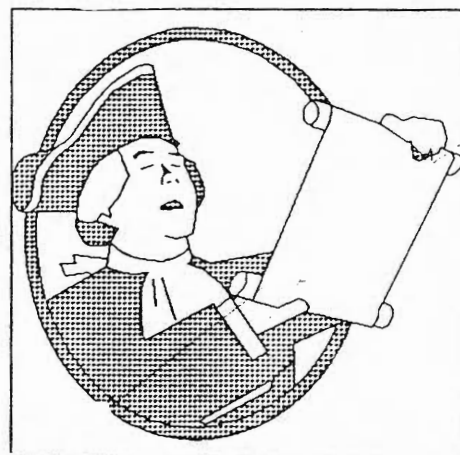
A limited supply has been commissioned for delivery in mid 1992 at a price expected to be £295 per set. Orders will be accepted now provided 50% of the price is included with the order. Since the numbers on order are limited early application is advised.

Whilst efforts will be made to ensure that these items are of a suitable quality, the Club will not accept any liability in the event of failure because reliability, quietness of running, durability etc. of the components is determined by competence of installation, a factor over which the Club has no jurisdiction.

For further information contact: Steve Reed, General Secretary, Club Spares.

CLUB SPARES

A note about prices of the spares available from the Club. Whilst most of the prices in the Spares Price List are still valid over the year there have been some changes, notably the price of tyres which on the Levy Scheme are now £70 each. Therefore do not be too surprised if the bill is a little more than you expected, like everything else the cost of obtaining spares to stock the scheme has increased.



9th ICCCR 92

The 9. ICCCR 92 in Denmark has been moved from Billund to

HERNING

and the dates have been changed from 28 – 30.8. to

21, 22 and 23 August 1992

Herning is located in the middle of Jutland, Denmark – only ½ hour of driving from the amusement park "Legoland", ½ hour of driving from the North Sea and only 170km from the border between Germany and Denmark.

During this summer further information and registration forms will be sent to all Citroën clubs and major magazines.

NEW MEMBERS LIST – NOVEMBER 1991

- 1035 M. J. Hopwood, Cranleigh, Surrey
- 1036 Mr Parker, Hookwood, Surrey
- 1037 D. J. Caunce, Cheltenham, Glos.
- 1038 J. Schofield, Elkesley, Notts.
- 1039 C. Parkhurst, Sunningdale, Berks.
- 1040 B. Clancy, Havant, Hants.
- 1041 B. Morgan, Walliston, W. Australia
- 1042 J. R. Woodlock, Gretton, Glos.
- 1043 A. Hedges, Woodford Green, Essex
- 1044 A. R. Bussens, Fakenham, Norfolk
- 1045 P. D. Brown, Chingford, London
- 1046 J. G. White, Worcester Park, Surrey
- 1047 R. E. Le Poidevin, Guernsey, Channel Islands
- 1048 D. N. Carrick, Patrington, E. Yorks.
- 1049 J. J. Berry, Lindfield, W. Sussex
- 1050 D. D. Nunn, Kingsworthy, Hants.
- 1051 J. Remy, Long Buckby, N. Hants.
- 1052 R. A. Heesom, London, SW11
- 1053 M. D. Shobbrook, Bridgwater, Somerset
- 1054 J. E. Aspinall, Walsall, W. Mids.
- 1055 A. S. Armishaw, Castle Donnington, Derbys.
- 1056 R. P. Potter, Darley Dale, Derbys.
- 1057 R. J. Hooley, Kirby Muxloe, Leics.
- 1058 D. R. Lepper, Pirbright, Surrey

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

(one-eighth page maximum)

Current Club members carrying on a Trade related to the servicing, repair, restoration or manufacture of spare parts for the Traction or Rear Wheel Drive Citroëns — No Charge (proof of membership will be required i.e. membership number).

Non-members £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.

Diary Dates

DECEMBER 15th
Christmas lunch at the White Hart Hotel, Whitchurch.

JUNE 5/6/7th
Annual Rally – Kentwell Hall, Suffolk.

JULY 13th
La Croisiere Bleu; Paris–Athens–Paris.

JULY 21st
Midsummer Motoring Legend, Paddock Wood, Tonbridge, Kent.

Classified

FOR SALE (Trade)
Import your Citroen directly from France. French cars at French prices. Enquiries Ton Smulders, Le Bohat, 56370 Sarzeau, France. Tel. 010–33 97 41 78 68. (New Address).

FOR SALE
1953 Light 15, Slough built RHD, reg. no. BHC 502. Engine completely rebuilt, rewired and resprayed, otherwise a very original model. Stainless steel exhaust system. Taxed and tested. Good investment at £6950.

CLASSIC



RESTORATIONS

John Gillard and all at Classic Restorations would like to wish their clients, past, present and future, a very happy Christmas and a prosperous New Year


Arch 124
Cornwall Road
London SE1 8QT
Telephone and Fax:
071-928 6613



Classified

Robin Wardall, Church Cottage, Sheriff Hutton, York YO6 1PY. Tel. 035 77 717.

FOR SALE
1948 Slough built Light 15, black, sunroof, needs restoration. Running. Some work done. Some new parts fitted. For further information phone: Kevin Scully 0491 872 802. £3000.

FOR SALE
Seat covers, maroon with gold trim by Regency. Bought for 1951 Light 15, but rear doesn't quite fit! Might suit a Big 15? As new £15. Tel. Peter Brownsell 081 941 3543.

FOR SALE
Driveshafts, complete with new inner cardans for Light and Big 15s. Please contact Roger Williams, 35/37 Wood Lane, Beverley, North Humberside, HU17 8BS. Tel. 0482 881 220.

FOR SALE
Slough Light 15 with sunroof for restoration, also big boot Legere, taxed and tested and regularly run. Contact Roger Williams 0482 881 220.

WANTED
Light 15 for restoration, preferably a Slough car. Tel. John Schofield 0777 838 074.



Engineering

Old Hathern Station
Normanton-on-Soar
Loughborough
Leics. LE12 5EH

Telephone 0509 842560

For a full range of mechanical spares and bodywork repair sections.

Catalogues available on request. Prompt service, professional advice, quality products.

Wishing you all a very Merry Christmas and a Happy and prosperous New Year.

Classified

FOR SALE
1957 Slough Light 15 small boot. Needs a respray and nominal tidying up. Runs well. £3000. To view contact Roger Williams 0482 881 220.

WANTED
Wanted for 1955 Slough Light 15 – Rear view mirror complete with fixing stand for fascia mounting, also starting handle. Malcolm Bobbit 0895 230 233.

WANTED
Small Boot Lt 15. Not looking for concours winner but sound runner preferred. Some restoration work undertaken but not complete rebuild. DON VOSPER, 5 Franklyn Terrace, Farrington Gurney, Bristol BS18 5UD – 0761 453214.

Events

LONDON SECTION MEETINGS
All meetings last Tuesday of each month at the Sun Inn, Barnes. Phone Peter Simper 081 891 1093.

Events

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.

CENTRAL SOUTH SECTION MONTHLY MEETINGS
On the 1st 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.

TRACTION RENAISSANCE SERVICES

Repairs, Servicing and Restorations undertaken at reasonable rates.
Phone Dennis Ryland
Traction Renaissance Services

**TELEPHONE:
0453 883 935**

TRACTION RESTORATION

Routine Servicing, MOT preparation, Major overhauls and complete restoration.
All work is to a high standard and at reasonable rates.
Phone Mike Wheals at 0256 896 876 after 6 p.m. or write to:-

TRACTION RESTORATION,
11 Fairclose, Whitchurch, Hants
RG28 7AN

