



EVENTS DIARY

SECTION VENUE

NORTHERN (N)

New Inn, South View Road, East Bierley, near Bradford
Contact Jim or Liz Rogers. Tel. 0274 545 600

CENTRAL SOUTH (CS)

The White Hart Hotel, Whitchurch, Hants.
Contact Mike Wheals

WEST MIDLANDS (WM)

Four Alls Inn, Welford-on-Avon, Stratford
Contact Simon Saint. Tel. 0905 54961

LONDON (L)

Rose of York, Petersham Road, Richmond, Surrey
Contact Alec Bilney. Tel. 081 546 7371

EASTERN (E)

The Lamb, Lamb Corner, Dedham (off A12)
Contact John Starke. Tel. 0206 231 241

NB: Central South is a lunchtime meeting (12 noon), all others are evening meetings

MARCH

Section Meetings: 1st -CS, 5th-N, 11th-WM, 31st-L
14th/15th – Bristol Classic Car Show

APRIL

Section Meetings: 2nd-N, 5th-CS, 8th-WM, 28th-L

MAY

Section Meetings: 3rd-CS, 7th-N, 13th-WM, 26th-L
9th/10th – Run to Euro Disney
23rd/25th – Classic and Sports Car Show – NEC Birmingham

JUNE

Section Meetings: 4th-N, 7th-CS, 10th-WM, 30th-L
5th/7th – TOC National Rally – Kentwell Hall, Suffolk
14th – Automotion '92, Norman Park, Bromley
21st – Midsummer Motoring Legend, Paddock Wood, Kent

JULY

Section Meetings: 2nd-N, 5th-CS, 8th-WM, 28th-L
4th/5th – 4eme Salon de la Voiture Ancienne
11th/14th – Tour of Brittany visits the Normandy Beaches
13th – Start of La Croisiere Bleu 1992

AUGUST

Section Meetings: 2nd-CS, 6th-N, 12th-WM, 25th-L
8th – End of La Croisiere Bleu 1992
21st/23rd – 9th ICCCR, Hernig, Denmark
28th/31st – Tour of Northumbria (TOC)

SEPTEMBER

Section Meetings: 3rd-N, 6th-CS, 9th-WM, 29th-L
27th – Grand London Autojumble and Classic Car Show, Kempton Park Racecourse

OCTOBER

Section Meetings: 1st-N, 4th-CS, 14th-WM, 27th-L

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,
Browns Hill,
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,
Martin 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,
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Heaton, Bradford BD9 4AR.

Scottish Area Contact
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490 Lanark Road,
West Balerno,
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Honorary Life Members
Fred Annells
David Shepherd

ISSN 0265 0630

Floating Power

Volume 17, Number 1

March, Nineteen Hundred and Ninety-Two

TO allay any fear that you might have to read a magazine every month or that I at last got a magazine out on time, the last magazine should have been dated January, but obviously the printers took sympathy on me and changed the date to February.

This magazine is slightly more bulky than usual because it contains the accounts of years 89/90 and 90/91. An extraordinary general meeting is to held on 26th April at Chacombe near Banbury to discuss the accounts. All are welcome to come and meet the committee, I am sure that they will all be there!!

On the back page amongst the adverts is a ticket application for the Classic and Sports Car Show at the NEC at which we have a stand. If you apply for the tickets using this form you get a £1.50 discount and the Club gets 50p per application. If you do not want to damage your magazine then take a photocopy, provided the TOC in the bottom right hand corner is visible we will get our money.

The magazine is in need of some more articles. Now that you have finished all your winter rebuild work it would be a good idea to spend some of your new found spare time putting pen to paper. Let everyone else know what good ideas you have for saving time and trouble and making life easier on all the projects which you have carried out.

The crown wheel and pinion project seems a little like the moon with all its waxing and waning. It would be a sorry tale if we have to let it go after having got so far. The Club is asking for money up front because there is a minimum order. I am sure that most members would agree that the Club should not have capital tied up in slow moving high cost stock at the possible expense of other projects. When the project goes ahead, if there are any surplus items they may be offered for sale at the ICCCR, so get your order in now.

See you all at the EGM or if not there at the Annual Rally.

DAVE GARDNER

THE IRISH CONNECTION

From MICHAEL WOOD

haven't

A section is born! After years of apathy and lethargy, the inaugural meeting of the Irish Section of the TOC took place on Tuesday evening, 11th February, at the Grange Restaurant, Waringstown. The good news was that a healthy gathering of Tractionists turned up – but the bad news was that there was not one Traction in the car park. Oh dear! I'm assured that they are all out there somewhere!

Otherwise the first meeting was a great success and certainly rivalled even those of the Central Southern Section for the amount of information, books and photos passed around. The guest of honour was Ton Smulders, who was across from France delivering a 1954 Legere to Bill Palmer (see photograph). The car is very nice apart from the dung coloured interior which is certainly not going to last for long! Ton has now returned to France with a very full order book.

The main business of the evening was to plan for future events. Plans are afoot to set up a Club stand at a couple of shows later this year. Perhaps we could even arrange a Club Tour of Ireland and members from the mainland could visit. Is anyone interested? There is certainly no shortage of enthusiasm at the moment.

After a hard fought debate and a cliffhanging vote (won 11-0), Norman Moore was elected Section Representative, co-ordinator and Buyer of Drinks – I don't think he realised the full extent of his position when he agreed to it.



The Inaugural Meeting.

Many apologies to any members who did not hear about this meeting beforehand. Another meeting is planned for late March, but no doubt this will have taken place by the time you read this. If you would like further information please ring Norman on 05047 22659.

One thing I

mentioned yet is the cars that are over here.

There are no eight cylinder cars in Ireland and just one six, so my report of the rare and unique stops there I'm afraid. The chassis, engine and front end of a c.1920 Slough built Clover earecently turned up in a barn in Crossgar, County Down, and a C6G is being renovated in Co. Tyrone.



Bill Palmer's Legere.



"After respray prior to goat."

At the moment we know of six Traction in roadworthy condition and another eight 'in preparation' in the whole of Ireland. It doesn't sound much in real terms but you must remember that the 'Emerald Isle', as the classic car magazines always refer to Ireland is, green because of the constant rainfall. Subsequently any car left outside for any time quickly deteriorates. We've got few old cars but

Continued on Page 5



Remains of Cloverleaf

plenty of spares! To my knowledge only three cars have spent their complete lives here.

The distinctive thing about these 'native' cars is that they have a slightly cranked chrome bar running across the front of the grille between the lights acting as an extra wing support. Is this a purely Irish addition or does anyone else own a car with this feature?

The majority of cars here are 'under construction' and my Light Fifteen is no exception. It has appeared in these pages before and I can recommend to anyone embarking on the restoration of a 'basket case' that they send a photo of the car at its worst to the magazine. It acts as an inspiration as it is slowly restored.



Norman Moore's Legere.



Alan McCarroll's Light 15.

What I can't recommend is keeping animals anywhere near a car.

After getting mine back from 'Palmer's Respray Emporium PLC', I embarked on a thorough polishing job the same day. During a tea break I heard a series of dull thuds coming from the direction of the garage. My goat had seen its reflection in the gleaming doors from the nearest field, leapt the fence and butted what it saw as an enemy intruder! My visions of a concours car disappeared rapidly!

At least its good to have shoulders to cry on and the group of 'mad Irishmen' who are at least as nutty about Tractions as those on the mainland are always there to lend a helping hand. Isn't that what a Section's all about?

I HAVE handled many inquiries for the spares section, and helped several people, especially newcomers to Traction owning, to an understanding of the nomenclature used in the TOC and the Citroen world. A summary in Floating power might help other new owners grasp the essential numbers more quickly than they otherwise would, and than I did learning it all piecemeal.

The Traction was first introduced with a 4-cylinder engine of 1600 c.c., and was called the 7cv in France (*sept Chevaux*). Due to weaker English horses this was rated as 12 h.p. in Britain, and referred to as the Light Twelve. So that is two numbers to remember!

When the bigger, 1911 c.c. was introduced with a 4-cylinder engine was introduced it was rated 11c.v. in France and 15h.p. in Britain. The six cylinder engine was rated in France as 15c.v. and the car known as a Quinze, but was 22h.p. in Britain and known as a Six. Straight away a clash of names has appeared.

The smaller engine in the larger car – an obvious economy + volume move which appealed to the French peasant – because the standard variant in

IT WILL ALL ADD UP



Legere



Light 15 followed by Big 6

and was known as the Normale, while the original lighter bodied car only available with the 4-cylinder engine became the Legere. In Britain these two were known respectively as the Big Fifteen and the Light Fifteen. These are the general designations used by most club members to distinguish easily between a Paris or Slough built car, and large or small body. However, when talking to non-owners the generic term is Light Fifteen for them all.

Finally to cap it all, when the

experimental

V-8 engine was created from two 4-cylinder 11 c.v. blocks, it was naturally – the 22 c.v., which rounds things off nicely.

PARIS BUILT

	7CV
Legere	11cv
Normale	11cv
Quinze	15cv
Le V-8	22 cv



France

Normale



Big Fifteen



Normale

SLOUGH BUILT

12 h.p.	Light Twelve
15 h.p.	Light Fifteen
22 h.p.	Big Fifteen
22 h.p.	Six or Big Six
130 h.p.	The V-8

It is the confusion over 15 c.v., Big or Light Fifteen, and Six that causes most trouble.

I hope I have helped!

ALEC BILVEY

Richard Boudrias from Quebec in Canada has enclosed a photograph taken when he visited MGM studios in Florida, it shows a "replica steel" Cabriolet on the Indiana Jones set.



David Harvey, from Peoria, USA, sends a photograph of his 55 Slough Built Big 15 which has a vinyl top with Landau Bars. He is interested to know whether this may have been a Dealer or Factory option or has it been customised. Also he requires some "Duckhams" stickers or decals.



If anyone can assist please write to him at:
1520 East Glen Avenue,
Peoria, Illinois 61614, USA

KENTWELL '92 - The National Rally

Thanks to your response to the recent questionnaire, we are pleased to confirm that the Guided Tour and 'Tudor Feast' will be going ahead as planned. To enable catering to be organised so that the club does not incur any extraneous costs, this will be strictly by advance booking only.

Rally entrance fee.....**£7.50 per car**
(includes free 'rally pack' and entrance to Kentwell's gardens)

Camping.....**£5.00 per unit per night**

Guided Tour of Kentwell Hall, followed by 3-course 'Tudor Feast'
Price per person **£14.00**
(Children under 14)..... **£11.50**

Booking forms available from:

John Starke, The Cottage, Harts Lane, Ardleigh, Colchester, Essex, C07 7QE.
Telephone: (0206) 231241

THANK YOU

STOP PRESS + STOP PRESS + STOP PRESS

'Maigret Identity Parade' with a special prize for the most convincing Chief Inspector (the winner may well be arrested for impersonating a police officer!)

CARE AND MAINTENANCE OF THE 12-24 HP CITROEN

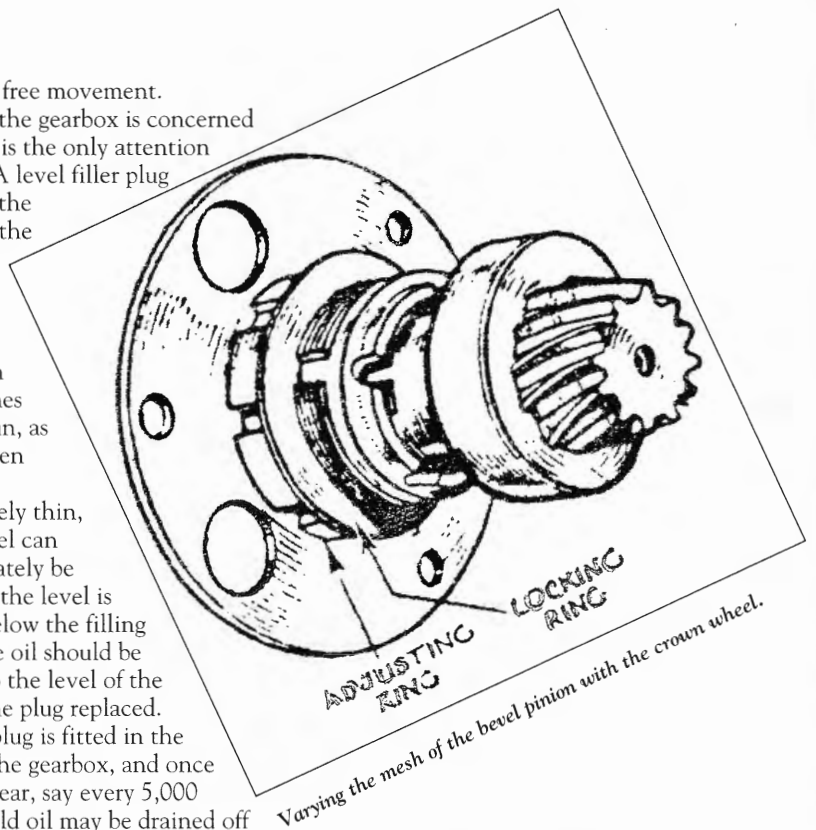
Lubrication is not required by the dry plate clutch but every 250 miles oil should be applied to the clutch withdrawal race and the clutch shaft front-end bearing. Remove the cover plate in the clutch casing and the withdrawal race will be seen immediately below the opening. Depress the clutch pedal and turn the clutch shaft until a hole is disclosed through which oil can be introduced thence to find its way through the hollow shaft to the spigot bearing.

If clutch slip is experienced it may be due to oil having found its way on to the friction surfaces, and if this is suspected petrol should be squirted into the clutch with the engine running, the clutch pedal being moved up and down meanwhile. This should wash out the oil and further slip should be noticed. If, however, slip still takes place, the tension of the clutch springs can be increased by turning, in a clockwise direction, the screws situated in the clutch housing. Care should be taken to give each screw an equal number of turns. At the opposite side of the gearbox to the clutch pedal there is a simple adjustment by means of a screw and lock nut, which should be so set that the pedal

has a slight free movement.

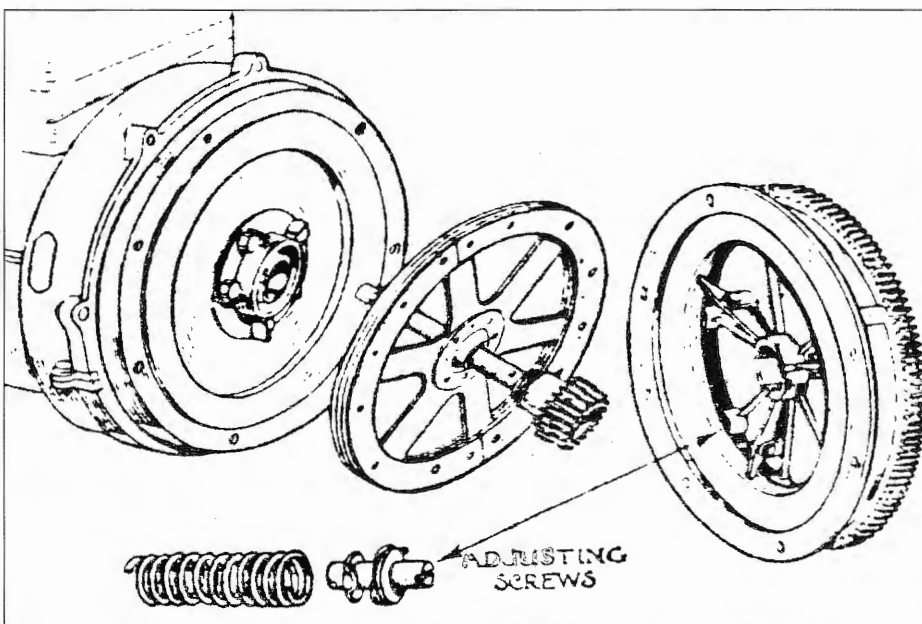
As far as the gearbox is concerned lubrication is the only attention called for. A level filler plug is fitted on the nearside of the box, and should be removed every 1,000 miles, when the car comes in from a run, as the oil is then warm and comparatively thin, and the level can more accurately be checked. If the level is one inch below the filling orifice more oil should be added up to the level of the filler and the plug replaced.

A drain plug is fitted in the bottom of the gearbox, and once or twice a year, say every 5,000 miles, the old oil may be drained off and a fresh supply given. Gargoyle Mobiloil C is recommended, and

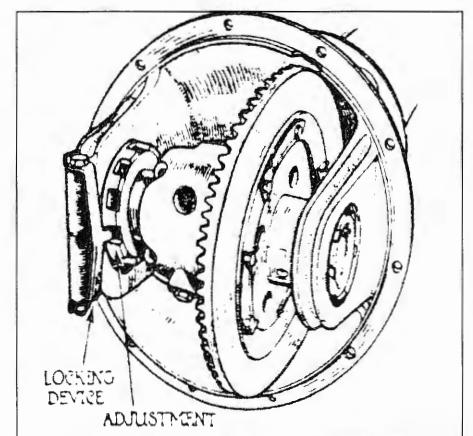


should also be used for the rear axle and for chassis lubrication by means of the oil gun.

A level filler plug is fitted on the rear cover plate of the back axle casing, and every 1,000 miles the plug should be removed and oil added if necessary. Adjustments are provided for the bevel



The tension of the clutch springs may be increased by means of adjusting screws in the face of the clutch housing.



An adjustment is also provided for the crown wheel.

pinion and crown wheel, and can be carried out without dismantling the back axle, when, after a considerable period of use, wear may have occurred. The bevel pinion with its ball races is mounted in a housing threaded on the outside and having a serrated head.

This housing is screwed into the front end of the axle casing and is locked in position by a large serrated ring. By unlocking and slackening this ring the housing may be screwed in or out slightly to carry the bevel pinion further into or out of mesh as may be required.

To check the meshing of the crown wheel and bevel pinion, remove the rear inspection plate carrying the oil filler plug. If sufficient adjustment cannot be obtained by altering the position of the bevel pinion only, the crown wheel can also be adjusted in the following manner.

Loosen the bolt in the yoke casting supporting the differential assembly on the side facing the crown wheel. Disconnect the washer lock ring and slacken the large serrated ring which surmounts the differential bearing housing. Then, with the aid of a special spanner, tighten or slacken the housing as required.

After the correct meshing has been obtained the lock ring should be secured, the yoke casting bolt tightened, the bevel shaft housing lock ring tightened and secured, and the rear inspection plate refitted.

Every 500 miles the steering box ought to be replenished with oil, and at the same time the steering side rod ball joints should be lubricated. Stiffness in the steering usually arises as a result of lack of lubrication of the steering box, stub axle swivel pins, and track rod

The petrol tap needle valves may be adjusted if necessary

joints, so that the oiling chart instructions should be adhered to and extra attention devoted to the steering if any stiffness becomes noticeable.

When correctly set, the front wheels should "toe-in" $3/16$ in., and the steering track rod is adjustable so that correct wheel

alignment may easily be retained. Ample adjustment is provided in the steering, and the drop arm on the worm wheel shaft is mounted on splines so that it may be removed and replaced in another position, thus allowing a new portion of the worm wheel to be brought into contact with the worm.

The worm wheel shaft is also provided with an eccentric bush, so that the mesh of the worm with the wheel may be varied, but this adjustment is only accessible after the steering box has been removed from the frame.

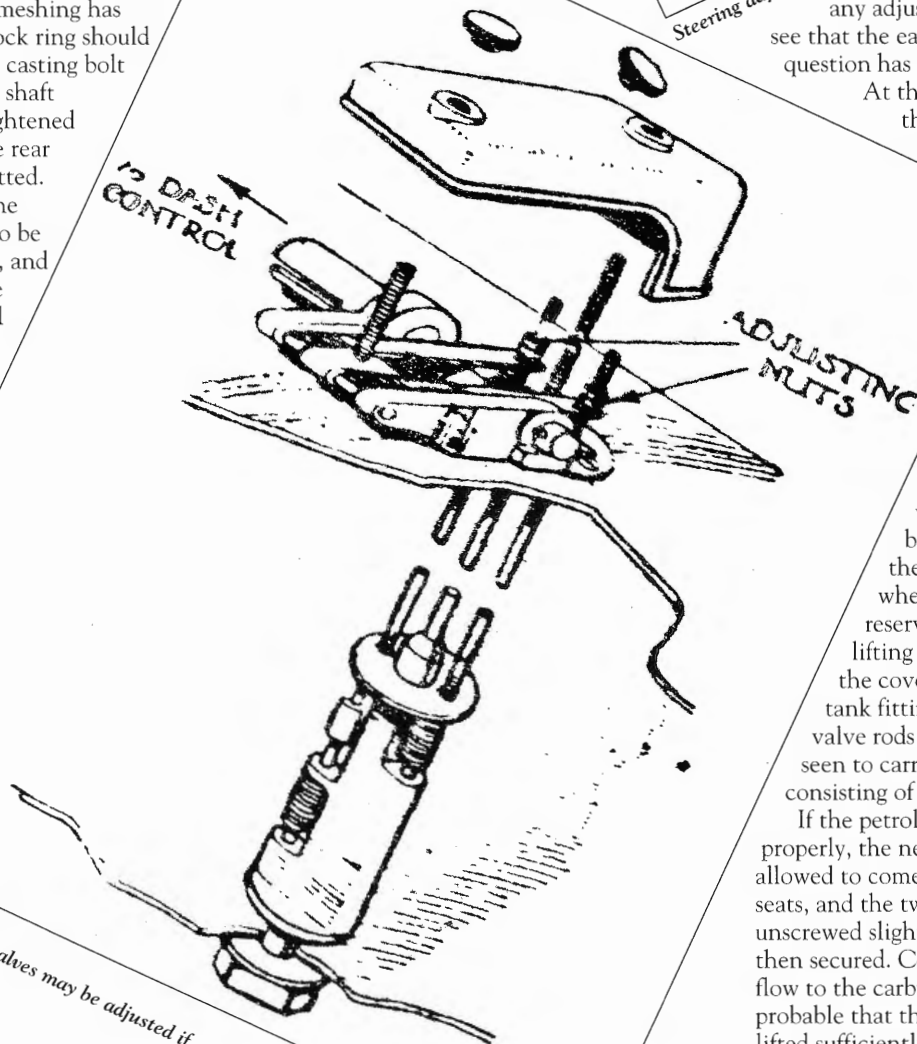
Up and down play of the steering column can

ECCENTRIC BUSH

END PLAY ADJUSTMENT

LOCKING NUT

Steering adjustments.



be taken up by loosening the split collar at the top of the steering box and turning it in a clockwise direction.

In the same way, should the steering gear adjustment be taken up too much the steering will be rendered very stiff and the pleasure of driving the car will be materially lessened.

In time the stiffness will "wear off" - wear will take place. Therefore, after making any adjustment, take great care to see that the easy operation of the parts in question has not been affected.

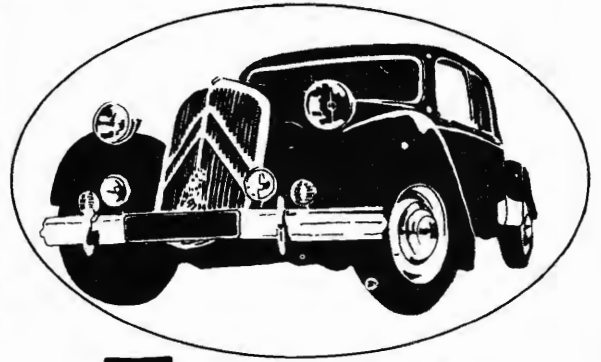
At the same time do not go to the opposite extreme and omit to take advantage of the

adjustments provided whenever their use may be desirable.

On the instrument board is a knob controlling the two-level petrol feed from the dash tank. This knob operates two needle valves held on to their seats by springs, lifting them from their seats according to whether the main or the reserve fuel supply is in use. On lifting the bonnet and removing the cover plate on the top of this tank fitting, the ends of the needle valve rods are disclosed, and will be seen to carry a simple adjustment, consisting of a nut and lock nut.

If the petrol cannot be turned off properly, the needle valves must be allowed to come further down on to their seats, and the two nuts should be unscrewed slightly to a new position and then secured. Conversely, if petrol does not flow to the carburetter quickly enough, it is probable that the needle valves are not lifted sufficiently clear off their seats, and in this case the two nuts should be screwed down slightly to a new position.

KENTWELL '92



TRACTION OWNERS CLUB

NEWS+RALLY NEWS+RALLY NEWS+RALLY NEWS+RALLY NEWS+RALLY NEWS+RALLY NEWS+RALLY NEWS+RALLY NEWS+RALLY NEWS+RALLY NEWS+RALLY NEWS+RALLY

- The premier UK event for all Traction enthusiasts.
- Entertainment for everyone throughout the weekend, including:
 - Tour of 'Constable Country'.
 - Visit to Nethergate's Brewery.
 - Guided tour of Hall plus 'Tudor Feast'.
 - Childrens games.
 - International Boules competition!
 - Morris Dancers.
 - Concours events.
 - Club Shop, Trade stands etc.
- On-site camping available plus Hotel and Bed & Breakfast accommodation nearby.
- For further details please contact: John Starke, The Cottage, Harts Lane, Ardleigh, Colchester, Essex, CO7 7QE Tel. 0206 231241

EWS+RALLY NEWS+RALLY NEWS+RALLY NEWS+RAL

**KENTWELL HALL
LONG MELFORD
SUFFOLK**



**5/6/7th JUNE
1992**

Entrance Fee: £7.50 per car

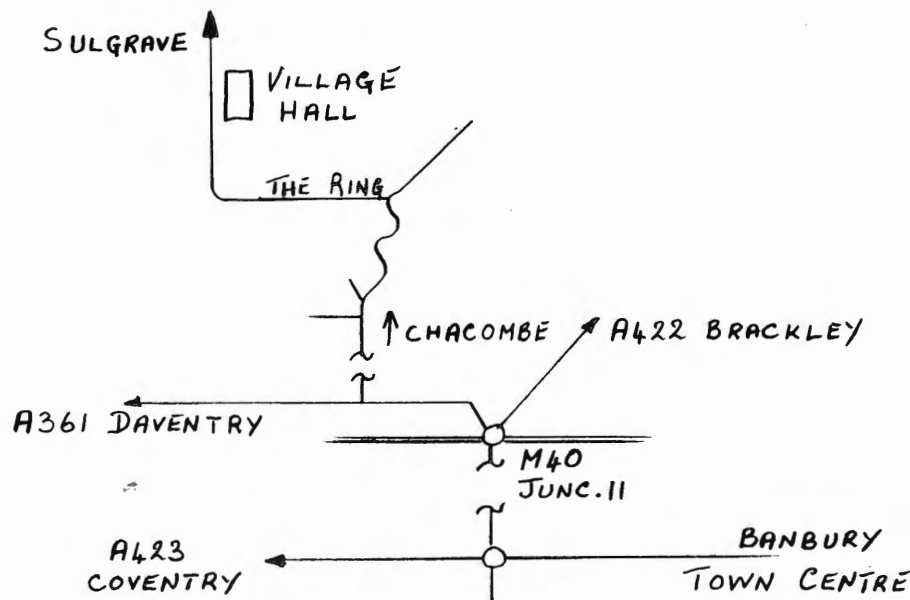
Important Announcement

The Traction Owners Club will be holding an Extraordinary General Meeting on Sunday 26th April at Chacombe Village Hall commencing at 3-30pm. The main purpose of the meeting is to ratify the Accounts of years 89/90 and 90/91.

Agenda

Chairman's Report
Treasurer's Report
Membership Report
Social Secretary's Report
Editor's Report
A.O.B.

How to get there:

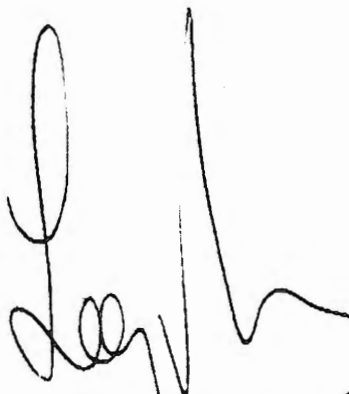


Note: Although this meeting is being held on a Sunday afternoon it is intended to be a business meeting and not a social event.

TRACTION OWNERS CLUB

ACCOUNTANTS' REPORT

In accordance with instructions given to us we have prepared, without carrying out an Audit the annexed Accounts from the books, vouchers, and other information supplied to us, and certify them to be in accordance therewith.



SEGRAVE & PARTNERS
CHARTERED ACCOUNTANTS

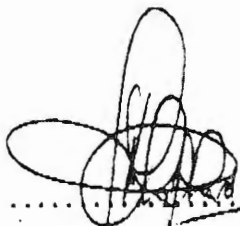
Turnpike House,
1208/1210 London Road,
Leigh-on-Sea,
Essex,
SS9 2UA.

18th December 1991

TRACTION OWNERS CLUB
INCOME AND EXPENDITURE ACCOUNT
FOR THE YEAR ENDED 31ST MARCH 1990

	£	£
<u>Subscriptions Receivable</u>		6263
<u>Net Proceeds on Sales:</u> Spares	2618	
Club Shop	233	
		2851
<u>Spares Levies</u>		1667
<u>Building Society Interest Receivable</u>		286
<u>Advertising Space</u>		60
		11127
 <u>LESS: OVERHEAD EXPENSES</u>		
Magazines	3556	
Postage	157	
Stationery	34	
Rally Expenses	115	
Sundry Expenses	282	
Audit Fee	288	
<u>Less:</u> Donation by Auditors	230	
		58
		4202
<u>SURPLUS OF INCOME OVER EXPENDITURE</u>		£6925

BALANCE SHEET AS AT 31ST MARCH 1990

	£	£
<u>GENERAL FUND</u>		
Balance brought forward		27473
<u>Add:</u> Surplus for the year per above Account		6925
Balance carried forward to next year		£34398
<u>REPRESENTED BY:</u>		
<u>Office Furniture</u> , at cost less Depreciation		1
<u>Tooling</u> , at cost		280
		281
Stock on Hand	19007	
Cash at Bank and in Hand	9796	
Cash at Building Society	5170	
Sundry Debtors	2691	
		36664
		36945
<u>Less:</u> Deposits held	1535	
Sundry Creditors	115	
Balance due to D. Ryland	897	
		2547
		£34398
.....		
<u>Chairman</u>	 <u>Treasurer</u>	

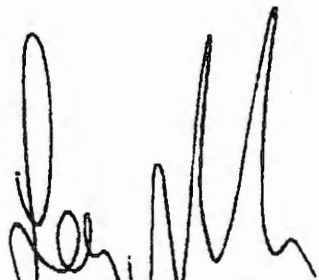
TRACTION OWNERS CLUB

ACCOUNTANTS' REPORT

In accordance with instructions given to us we have prepared, without carrying out an Audit the annexed Accounts from the books, vouchers, and other information supplied to us, and certify them to be in accordance therewith.

Turnpike House,
1208/1210 London Road,
Leigh-on-Sea,
Essex,
SS9 2UA.

19th March 1992



SEGRAVE & PARTNERS
CHARTERED ACCOUNTANTS

INCOME AND EXPENDITURE ACCOUNT
FOR THE YEAR ENDED 31ST MARCH 1991

	£	£
<u>Subscriptions Receivable</u>		7292
<u>Net Proceeds on Sales: Spares</u>	2546	
Club Shop	2258	
		4804
<u>Spares Levies</u>		1443
<u>Building Society Interest Receivable</u>		352
<u>Advertising Space</u>		145
		14036

LESS: OVERHEAD EXPENSES

Magazines	4630	
Postage	172	
Stationery	89	
Rally Expenses	303	
Sundry Expenses	389	
Audit Fee	288	
<u>Less: Donation by Auditors</u>	230	
		58

5641

SURPLUS OF INCOME OVER EXPENDITURE

£8395

BALANCE SHEET AS AT 31ST MARCH 1991

GENERAL FUND

	£	£
Balance brought forward		34398
<u>Add: Surplus for the year per above Account</u>		8395
Balance carried forward to next year		£42793

REPRESENTED BY:

<u>Office Furniture, at cost less Depreciation</u>		1
<u>Tooling, at cost</u>		280
		281

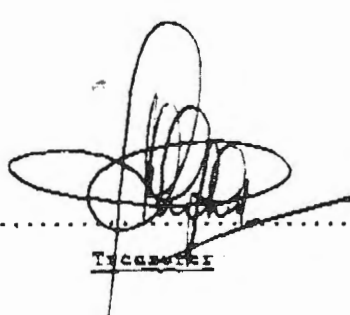
Stock on Hand	24268	
Cash at Bank and in Hand	9679	
Cash at Building Society	7523	
Sundry Debtors	3749	
		45219
		45500

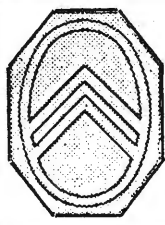
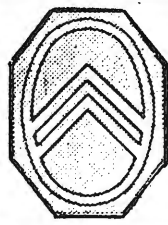
<u>Less: Deposits held</u>	1227	
Sundry Creditors	1480	
		2707

2707

£42793

.....
Chairman


Treasurer

	Badges	Covers	DRIVE SHAFT	EARLY WHEEL NUTS	FRENCH BUMPER
GREETING CARDS	HEAT SHIELD	INDICATOR LENS		KING PIN	LUCAS SIDELIGHT
	TOC CLUB SHOP				
Models		OVERALLS	POSTERS		RUBBER FINGERS
SPORTS SHIRTS	T SHIRTS	VALVE SPRINGS	UMBRELLAS	WISHBONE SPINDLES	
PRICE LIST 1992					
	Posters	- "Les Tractions"		£2.50	
		- "Traction Avant 3D"		£2.50	
		- "Traction Avant Blue/White"		£1.50	
		- 20 Magazine Covers Black/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	
		- Brooklands Gold Portfolio Book		£9.50	
	Sweat Shirts - Embroidered Traction Motif				
		- Childrens (26" 30" Small)		£12.00	
		- Mens/Ladies (M, L, XL, XXL)		£14.00	
		Red, Navy, Grey, Burgundy, White			
	Sport Shirts - Embroidered Traction Motif				
		- Mens/Ladies (38", 40", 42", 44")		£14.00	
		Red, Navy, Blue, Green, etc.			
	Tee Shirts - Traction Print				
		- Childrens (26", 30", Small)		£5.00	
		- Adults (M, L, XL)		£6.00	
		Red, White, Blue, Grey			
	Workwear - (Blue Polycotton with Traction Motif)				
		- Overalls (42", 44")		£19.00	
		- Warehouse Coat (42", 44")		£15.00	
		Post & Packing at least		£2.00	
	<i>Please give alternative colours when ordering Shirts.</i>				
	Steve Southgate - "Spring Cottage", 11 Woodlands Avenue, Walsall, West Midlands, WS5 3LN. Tel. 021 357 2256.				

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

Dear Dave,

I thought our members might be interested in a little project I have been working on. I have, with a little help from Hella, designed an indicator system, primarily for cars fitted with semaphores, to incorporate a set of flashing indicators that work in conjunction with the existing semaphore indicators, but without the addition of a separate switch to operate them!

The existing semaphore system works exactly as before; nothing is changed, and so the motorcycle-type indicators, which would normally be mounted on the bumper irons, could be readily removed for concours judging, etc., with no apparent sign of their incorporation into the system.

I feel that anyone that relies on their semaphores alone to alert their fellow motorists as to which direction they are heading will invariably find themselves in trouble, as the modern motorist simply does not see the semaphores. This simple addition, I feel, is a very practical way of getting over this without spoiling the cosmetics of the car.

If anyone is interested, please write to the address below, or ring after 6 p.m.

Steve Reed,
No. 1 Terwick Cottage,
Rogate,
Petersfield,
Hants. GU31 5EG.
Tel. 0730 821792

Dear Sir,

I wonder if you can help me? I have always had a passing interest in the Traction Avant, mainly only from a curiosity point of view. More recently I have been trying to find a model kit of a Traction to build, with little success until last week. When I brought it home I was surprised to find that my fiancée was also struck by the beauty of the car – a 15CV – which leads me to the point of my letter.

Next June we are getting married and, as you no doubt appreciate, organising it needs to be done well in advance. One thing that we have not been able to sort out at the moment is a car. We have been sent information by many firms who specialise in hiring cars for weddings but the choice is limited to Rolls-Royce/Bentley, Mercedes or one or two marques of classic car. I have contacted these companies to ascertain whether they know where we can hire a Traction, without any success; this is, hopefully, where you come in.

I would be most grateful if you could put me in contact with any of your members who live in the Harlow, Essex area who would be willing for us to hire both their car and chaffering skills for the day, for which we would gladly pay a reasonable amount.

This would not only help to make our day complete but would also show off one of the world's finest motorcars; after all, everyone knows what a Rolls-Royce looks like – how boring!

Thank you for taking the time to read this

letter and I hope that you will be able to locate someone for us.

Yours sincerely,
Darren Carter,
26 Hythe Close,
Forest Park,
Bracknell,
Berks. RG12 3UY.

We have 12 members in the Essex area. Please see if one of you can help – Ed.

9th INTERNATIONAL CITROEN CAR CLUBS RALLY Herning, Denmark, 21st-23rd August, 1992

Latest Information: It has not been possible to arrange a special ferry as was hoped, so we must make our own bookings. From the UK there are three options: Harwich (or Newcastle) to Esbjerg; or Harwich to Hamburg. These are overnight crossings, and relatively expensive. The Rally site is an easy drive from Esbjerg (30 miles?) or from Hamburg (less than 200 miles, mostly motorway). If you take the short sea crossing to France, Belgium or Holland it is around 500 miles and can be all motorway if you wish.

The French and Dutch Clubs are planning an easy three-day route off the motorway, and Citroen are providing two trucks with spares and car trailers for anyone who may have problems. I hope to have details of this route in due course.

The Rally brochures and booking forms are available from me (SAE please). Cost is £10 per adult, £2.50 children 4-14, and camping is £10 per vehicle plus £2.50 per adult and £1 per child.

Hotels and B&B in the area can be booked through the local tourist board from £15 single B&B to £60 double in the most expensive hotel.

If you want a trade stand, there is no charge but they ask you to reserve in advance. This is inside. I have a form which I can copy for you.

The refreshment area, display of interesting cars and the parts sales are all in one big building. There are also covered areas around the site for picnics, etc., should the weather be unkind.

Please send SAE if you write to me, and phone if possible before 8 p.m. – or you can FAX (0734-783533).

C. David Conway

Dear David,

I've been asked to clarify the arrangements concerning the proposed production of the new Crown Wheel and Pinion sets.

The decision to implement the production was prompted by the request to the club for new CW & P sets, which we have been unable to obtain through any of our usual sources: Depanto, Peacocks, the Dutch clubs, etc.

A company who specialise in competition

gears, and in particular spiral bevel crown wheel and pinion sets, were approached and a price obtained. However, I'm sure everyone realises we would have to order a significant number of sets to obtain them at a realistic price, and in this case we would have to order a minimum of 50 sets. As you can appreciate, this is a massive financial undertaking and one the club could not and would not consider undertaking on our own, as it would deplete the club's entire financial resources and, unless we were able to sell them all very quickly, probably bankrupt us!!

So the situation is that we require a commitment from the membership, from all those who feel that they will require a crown wheel and pinion set in the future, to purchase it now because if we don't get the commitment we require now, then quite simply we will be unable to go ahead with the production.

We've also had requests for the higher 10x31 ratio sets; we decided against this for two reasons:

1. There has been generally more interest in the standard 9x31 ratio and we can't afford to do both; and

2. There is a little concern that the higher ratio will put even greater strain on the already fragile gearboxes – all right on a new gearbox, but not on one that could be 50 years old!!

Further, it has been commented, that if you are making new CW & Ps, you should be making new satellite gear sets to go with them; I agree, and certainly, if we get a good response to the purchase of the CW & Ps, we will get them into production ASAP.

Can I take this opportunity to thank all those who have already made the commitment. It has been very encouraging but we need many more.

So come on everyone, I've spent a great deal of time and effort on this project; I don't want all my efforts to be in vain.

Steve Reed



"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.

CLUB NEWS

ANNUAL RALLY

John Stark is working hard to ensure the success of the Annual Rally at Kentwell Hall, I hope he gets a suitable response from the members. The photograph is part of a press release to the local press and the classic car magazines.

The 'stars' are:

Chief Inspector Maigret—TOC member
PC Kevin Bonsor
VL 99

Marcus Lasance.
—local bobby from Long Melford
—A French 6 owned by local member Frank Button.

TOUR OF THE NORMANDY LANDING BEACHES, 11th-14th JULY

If any member is thinking of joining our French friends and those who have already indicated that they would like to attend on this years tour please contact Stan Barker as soon as possible for any advice as the ferries are becoming booked very quickly. There is an 80% chance it will start in Rennes, however there is an alternative being considered, that Caen, the finish will be at Avranches, watch this space for any update. The rally starts on 11th July at 9.00 a.m. for a 10.00 a.m. departure. Camping is available with Patricia, the organiser, for the 10th. It is anticipated that the charge will be similar to that of last year which I am reliably informed was £50-£60. Contact Stan Barker for further details.

TRIP TO THE NORTHERN CAPE

The Belgium Car Club are organising a trip to the North Cape via Berlin, Poland and numerous other countries northbound, 8,000 km there and back. It is due to depart on the 25th July '92 and be back in Denmark for the ICCCR on 25th August '92. Details from E. d'Haeneus, 2 Rue Neuve, 7972, Elligries, Ste Anne, Belgium.

CHILTERNERS SECTION

I have recently written to over 30 members in the Buckinghamshire, Bedfordshire and Hertfordshire area in an effort to set up a local section. Sadly to date only three members have contacted me to express their interest, as these members are very enthusiastic about the idea I intend to find a suitable central venue and call an initial meeting as soon as possible.

In the meantime I would appreciate an indication from those I have

Club to park all the Traction together as a display. Any number of cars above four will be welcomed. Please advise Stan Barker as soon as possible if you intend to organise such runs in order that the Show Organisers may be notified and the relevant parking made available.

You know the phone number: (0425) 74476. Just leave a quick message on the answer phone.

THE PEAK DISTRICT SECTION

The first meeting of this new section of the T.O.C. is to be held from 12.00 onwards on the 3rd May, at the Bull I'Th' Thorn pub, which is six miles South of Buxton on the A525 towards Ashbourne.

A private room is to be provided, the Landlord relying of drinks and food to cover the outlay. Bar meals from sandwiches at £1 to Sunday roast at £3.80.

Some 15 members have

expressed a wish to consider starting the new Section but any others who are within striking distance will be very welcome.

Regular Social gatherings throughout the country are strongly recommended by the committee so why not consider getting together with your fellow Traction neighbours and form a Group to discuss any problems and spread bon homi.

CLASSIC AND SPORTS CARS INTERNATIONAL SHOW, N.E.C., BIRMINGHAM, 23rd-25th MAY 1992

The Club has a stand at this three-day show, 3 cars are to be displayed, and the Club Shop will be manned during the whole show.

This is over the Spring Bank Holiday weekend and assistance with setting up on the Friday and manning the stand during the three days is urgently required. Please contact Stan Barker on the Help Line if you are able to offer assistance. Exhibitors rest room with free Tea and Coffee is to be provided by the Organisers. Entry tickets may also be provided.

If any of the Sections would like to organise a Fun Run to the Show, Monday is the most convenient, a special free parking area will be made available for the

TOURING ASSISTANCE

For those of you anticipating a tour of Scotland this year, Chris Vennall, who lives in Livingstone, West Lothian, wrote in offering information and/or cups of tea to any fellow member passing by. Many thanks Chris, but I would perhaps say to members please remember the time of day when calling. Chris can be contacted on (0506) 419 518.

AMICAL TRACTION CAUCHOISE

Amical Traction Cauchoise are organising a tour of Normandy on the 8th/9th May, 1992. Costs 200-300FF depending on the number of people, some meals included. For further information phone Xavier Poussin France 35 56 92 43.



written to as to whether they would like to attend. I am sure they will and it to be worth the effort to establish a regular meeting place for "Tractionists" in this area.

PETER RIGGS, Membership Secretary



CARS OF THE STATE

From Adolf Hitler's Mercedes to Mussolini's Lancia and from President John F. Kennedy's Lincoln to the Queen's Rover - the 3rd Classic and Sportscars International is featuring Cars of the State.

Cars owned or used by some of the world's most influential and important people will be rubbing shoulders at the NEC on 23, 24 and 25 May 1992.

Plus: 100 top car clubs, a huge indoor and outdoor autojumble, a vast array of classic car dealers and trade stands, a central presentation stage featuring live events and celebrities and much more.



Daily Express

Plus visit the Classic Economics Auction featuring tons of parts, classic cars and memorabilia.

NEC BIRMINGHAM 23 - 25 MAY 1992

CLUB MEMBERS CAN SAVE £1.50 ON THE ADULT PRICE OF £7.50. GROUPS OF 15 OR MORE WILL RECEIVE A COMPLIMENTARY TICKET

NUMBER OF TICKETS @ £6.00 EACH

TOTAL COST _____

I enclose cheque/postal order made payable to Haymarket Exhibitions,
60 Waldegrave Road, Teddington, Middlesex TW11 8LG.
081 943 5000

NAME _____

ADDRESS _____

TEL NO: _____

TOC

CLASSIC



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Classified

For Sale

1957 Familiare, 11D engine, recent bare metal respray (cream). Engine and brakes overhauled, new MoT, ideal wedding car. £4,500 or offer. Mrs. Cross, Tel. 0272 734 078 (Bristol).

For Sale (trade)

Import your Citroen directly from France. French cars at French prices. Enquiries Ton Smulders. Also for sale, a set of 5 Pilote wheels in very good condition. Ton Smulders, Le Bohat, 56370, Sarzeau, France. Tel. 010-33 97 41 78 68.

To Let

French holiday cottage, Loire chateau area, sleeps 4, all amenities. From £75 weekly. Phone Stephen Berry, 0204 493 299 (Club Member).

Classified

Wanted (trade)

Light 15, Slough-built, large boot, 1953+, LHD preferred but not essential. Money waiting for an original car. Tel. USA 404 932 2864.



HELPLINE

"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 RENAISSANCE SERVICES

Repairs, Servicing and Restorations
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Phone Dennis Ryland
Traction Renaissance Services.

TELEPHONE 0453 883 935

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overhauls and complete restoration.

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reasonable rates.

Phone Mike Wheals at 0256 896 876
after 6 p.m. or write to:-

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