

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

EASTERN (E)

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

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 7071

PEAK (P)

Bull 1th 1th Thorn, A515 South of Buxton towards Ashbourne
Contact Bev & John Oates. Tel. 0298 78473

NB: Central South and Peak are lunchtime meetings (12 noon), all others are evening meetings

SEPTEMBER

Section Meetings: 3rd-N, 6th-CS, 9th-WM, 29th-L

6th – London Thames side meeting.

6th – Birmingham to Weston-Super-Mare Classic Car Run. Details from Keith McGee on 0935 74630

11th/13th CCC Autumn Rally, Stratford on Avon

27th – Grand London Autojumble and Classic Car Show, Kempton Park Racecourse

OCTOBER

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

9th/11th – Traction Weekend in Shropshire. Further details from Mick Boulton. Tel. 0939 28254.

18th – AGM National Motorcycle Museum, Solihull (Junction 6 M42, 2 p.m. start)

NOVEMBER

Section Meetings: 1st-CS, 5th-N, 11th-WM, 24th-L

28th/29th – Classic Motor Show, NEC, Birmingham

15th – Peak Section Treasure Hunt

DECEMBER

13th – Central Southern Area Christmas Lunch, White Hart Hotel, Whitchurch, £12.95.

Further details from Mike Wheals on 0256 896 876

1993

MAY

1st/3rd – Classic and Sportscars International, NEC, Birmingham.

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

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Floating Power

Volume 17, Number 4

September, Nineteen Hundred and Ninety-Two

THE letter from Sam Wells has certainly prompted some interesting responses, some in agreement, others with a different point of view. To accommodate them all for this issue only I have increased the correspondence page from one to two.

The item from David Hopper I find interesting. It shows a scrap yard that has vehicles spread about and not piled on top of each other as is usual in the U.K. Some of the cars look quite saveable or at least a good source of spares.

The Northumbria Tour was most enjoyable, if a little damp at times. It is the first time that I have had an indoor picnic! Hopefully there will be an account in the next issue. However there is a 'tour' report in this issue – the infamous 'Brittany Tour,' perhaps infamous is too strong a word. It would seem that as usual on this event everyone had a good time. The

football match appears to have been a bit one sided, but I liked the reference to 'roast beefies.'

Now is the time to think about the AGM, the accounts are included in this issue. It is the most time/cost effective way of circulating the accounts, albeit they may not be quite within the time required prior to the meeting.

It is appropriate at this point to mention that I wish to stand down from the position of Editor. I think the magazine deserves more of my time than I currently have available. It is in no way as a result of the recent correspondence, but my lack of time may well be occasionally reflected in the presentation of the magazine. I will not be leaving the Club in the lurch, as I am prepared to continue until a suitable 'volunteer' has been found or appointed.

D. C. GARDNER

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Whilst every effort is made to ensure the accuracy of the information and advice given in the technical articles in this magazine and in the replies to readers enquiries, neither the Traction Owners Club nor the officers and members thereof nor the authors accept any liability whatsoever for such information and advice.

A TRIP TO THE BEACH

with Dennis Ryland

AS regular participants in the annual Brittany Tour, Maureen and I had eagerly awaited details of this year's event. We never learn, obviously, as we should know by now, that details are not available until the event actually starts. In fact it seemed the only firm information was that the 'Tour' would start on the 11th July and end on the 14th.

There were rumours that this year we would be visiting the Normandy Beaches, but as time passed and these hints were unconfirmed, we decided to book a crossing to St. Malo, and head for Rennes, the usual starting place. This decision seemed to be the correct one, as we soon heard that we were to be joined on this ferry by two cars from the Hackett stable (also regulars) and the Friells, making their first Traction trip to France.

A couple of weeks before we were due to depart, we heard that this year's 'Tour' was indeed to be based at Arromanches (Normandy), and this news, coupled with TV pictures of French lorries blocking many roads, made us doubt the wisdom of our decision, a doubt reinforced by a message from Carol and Alec Bilney that they would meet us at Arromanches. However, tickets having been purchased, the die was cast. We then heard that President Patrice (in whose garden we sometimes camped the night before the off) had been warned of our arrival and had moved to another village! A hasty phone call to friends Noël and Françoise not only informed us that they were to start from

their home town, Bruz, but that they would arrange pre-tour accommodation for us. Things were looking up!

At last the 10th July dawned (and leaving home at 4 a.m., I mean dawned) and we set out for Portsmouth, duly meeting the Hacketts and Friells on the boat.

In no time at all we were in France and just for a change there followed an uneventful trip to Bruz. Here we were met, entertained, fed and wined by Noël and Françoise, and just to show our appreciation, we allowed them to sleep on their living room floor, whilst we suffered in their bed.

Next morning numerous Tractions congregated at a swish new golf club for a pre-tour breakfast and (unusually) they departed promptly at 10 a.m. on the road to Normandy.

We were scheduled to arrive for a picnic lunch at Villedieu les Poëles at 12.30 p.m., which almost fooled Alec and Carol who decided to meet us there. Being old hands on these tours they know that 12.30 p.m. in France really means 2.30 p.m. so they had just settled for a two-hour snooze at the roadside when the convoy rolled past with much waving and horn-blowing. Arriving in the town (my translation of its name into "town where frying-pan is God" turning out to be about right), we were received in the Mairie by the mayor, who handed round the usual aperitif and ushered us quickly out, to make way for a wedding party. As the weather was a little inclement the mayor offered us premises in

which to consume our picnic. This turned out to be the local fish market, where we happily spread our hastily purchased food on the slab and stood around chatting and eating.

At 2.15 p.m. we were guided through this lovely little town to the copper workshops to see the craftsmen making the aforementioned frying pans and other copperware, and then to the pewter works, which rapidly sold out of the miniature Tractions which (to us) was their most interesting product.

These visits over, we set off again and at 5.30 arrived at our "base" – a football pitch overlooking Arromanches, with the Mulberry Harbour spread out below us.

Having pitched tents and settled in, we were invited to "friendship cocktails" served in the cramped changing rooms. We were joined here by three Australian friends – Peter, Pam and Les – known to many club members as the Hayezzyhuths, or the GAYNDAH boys. I have known these Citroen "nuts" for about 12 years, when they first visited Europe in search of interesting cars to take home. But it was quite a surprise when they dropped into the workshops a couple of weeks before the Brittany trip. When I mentioned that we were going to France, they asked for details, but I didn't really expect them to join in as they were scheduled to visit Finland. However, they postponed their Scandinavian trip and were probably the most enthusiastic participants in Normandy, cadging lifts in Tractions and thoroughly enjoying themselves.

We then drove in convoy to our restaurant, the Hotel de Normandie, causing some confusion as the town car park was full, so we "took over" the bus lane opposite the hotel and converted it to a Traction park for the next three evenings. The next few hours flew by as we enjoyed good food, wine and company before returning to the "camping" to crawl wearily into our wind-battered "homes".

Next morning we again drove in convoy to our special Traction park in Arromanches in order to visit the Musee de Debarquement. There followed a most interesting account of how the invasion harbours were built and the beach-heads secured, delivered by an English guide – ably assisted by Alec Bilney who had recently made a detailed study of this piece of recent history, and was therefore able to add to the knowledge of our host. The afternoon was designated "free time" and for me and a few other drivers this meant a trip along the coast to visit German defences (with the huge guns still in place). For this trip we were led by T.O.C. member

hordes of French. Even the referee was French, and showed his impartiality by sending me off merely for kicking the ball at a French Traction! However, this hilarious game ended about 1.30 a.m. with the score 2-1 to the French, thanks mainly to Lynn Clark and Andy Cartright performing so well as joint centre-forwards, and Eric "Flobodobs" heroic goal-keeping efforts. The "Frogs" claimed we were cheating, so we were forced to join the group singing Breton folk songs to the accompaniment of a guitar.

The next morning (or was it later the same one!) I for one was barely able to walk. Nevertheless we joined the convoy to Benouville to visit another Musee du Debarquement followed by a welcome coffee in a cafe, alongside the famous Pegasus Bridge. The lady running the cafe and museum told us that her mother had owned it at the time of the invasion. In fact her mother had owned the cafe until quite recently when she had died in a road

Having made ourselves look fools with this cabaret we returned to the campsite to join in silly games, which made us look giddy idiots – especially Carol Bilney, who was last seen laid on her back beside a bucket of water, whilst Barry (the brick) Longden appeared to be staggering sideways into the hedgerow.

Tuesday the 14th, and everyone had recovered sufficiently to join the final trip – a visit to Bayeux to admire the famous tapestry. With this last official duty completed, we retired to a restaurant for an excellent meal before driving to a nearby village, which consisted entirely of potteries. This was arranged to please the ladies, who caused frantic rearrangement of luggage to enable the Tractionists to be loaded with plant pots and other garden ornaments for transporting home. Alec, meanwhile, was to be seen fondling a statue of the naked female form, mumbling "Just what I need; I wonder if they have a bigger one".



Gwenael Andre, who kindly surrendered his own free time to show us the sights. He then took us on to the American War Cemetery overlooking Omaha Beach, which really brought home the horrors of war, with over 9,000 graves, most of the occupants having died in one morning.

The back to base and the Hotel de Normandie, where the French Tractionists provided the usual cabaret, led by Jean Pestel's rendering of the *Barber of Seville*, with Brian Friell as this year's hapless victim. The English contingent then adjourned to our favourite bistro for more liquid refreshment, before returning to "the camping" at about midnight.

All hopes of an early night vanished as the French organised a floodlit football match between the "Frogs" and the "Roast Beefies". This was hardly fair as it meant there were about five Englishmen valiantly repelling

accident. This very pleasant lady also told us that the bridge is soon to be demolished as it is neither wide nor strong enough for modern traffic, whereupon our French hosts calmly blocked the road at both ends of the bridge to enable us to park Andy's Normale for a photo session – possibly the last Traction to cross the original structure.

That evening at the Hotel de Normandie it was the turn of the Brits to entertain (where were you, Bernie?). The opening act was apparently an attempt at a speech by Alec Bilney who, on developing a "frog" in his throat, was assisted by yours truly as the "Gargler" and Dave Hackett as "Spitter". This 20-second performance appeared to be rapturously received, which encouraged us to to a repeat of the now-famous "Bobsleigh" skit, followed by Alec's rendition of *Albert and the Lion*, which for some reason lost is north country charm in the translation into French, valiantly done by our friend Gwenael.

Back at the camping once more we were again led in convoy to a nearby cafe for light refreshments, friendship cocktails and presentations. Most of the latter appeared to be awarded to the Australians. First a cup for being Australian, then one for being there, and one for travelling the greatest distance to be there. However, every driver was awarded a piston and conrod on a wooden base, and many claimed that a broken piston aptly summarised the condition of most participants.

One last photo session, when four Tractionists were parked in chevron formation in front of the cafe – once more almost completely blocking the highway, whilst drivers of more mundane vehicles patiently waited until everyone had run out of film.

Our farewells said, we sadly departed for the ferry. Was it really five days ago we sailed here? It seemed like yesterday. Never mind – here's to next year.

Thanks Patrice and Co.

Rarest Citroen to appear at Import-Kit Nationals

THE car that Citroen authority Red Dellinger calls "the rarest in the world" will be on display during Carlisle Productions' Import-Kit/Replica Nationals, May 15-17 at the Carlisle PA Fairgrounds.

"I've been reading for years and years about a pre-war Citroen 15-6 convertible," Dellinger said. "I have a tremendous amount of books about Citroens, and everybody (the authors) talked about this 'phantom car'. Some of these cars (supposedly) were made, but nothing is shown in the factory histories. When you see the ledgers where 15-6 cabriolets should be, there's nothing. They built one after the war, in 1948, for the president of Citroen; but that was not a pre-war car." World War II ceased Citroen production from late 1939 through 1947.

In Dellinger's collection of Citroen books, several mention that a 15-6 cabriolet (a six-cylinder Meld 15) "has been seen in the United States." Many agree that chassis were constructed for several 15-6's, but that only three were finished and delivered in 1939. One of those (painted green) went to Madame Pierre Michelin. That's the car Dellinger believes is now his.

"None of the roadsters or coupes in the Traction Avant models were produced after '39," Dellinger informed. "So you have a very short period of time from '36-'39 for all roadsters or coupes combined, whether four or six-cylinder. And Type 15 Tractions were only made in

'38 and '39, less than 3,000 of them with left-turning engines."

The coachwork on Dellinger's rare '39 cabriolet was provided by Bertone. "This car just surfaced within last year or two," he informed. "It had belonged to a Mr. Hanes in Chicago, but hadn't run for years. So I worked about a day to get it running. It had valves and rings stuck on it and lots of stuff such as that. Whoever worked on it didn't know much about wet-sieve engines."

Near the firewall, Dellinger pointed to the many colours that have graced the car over the

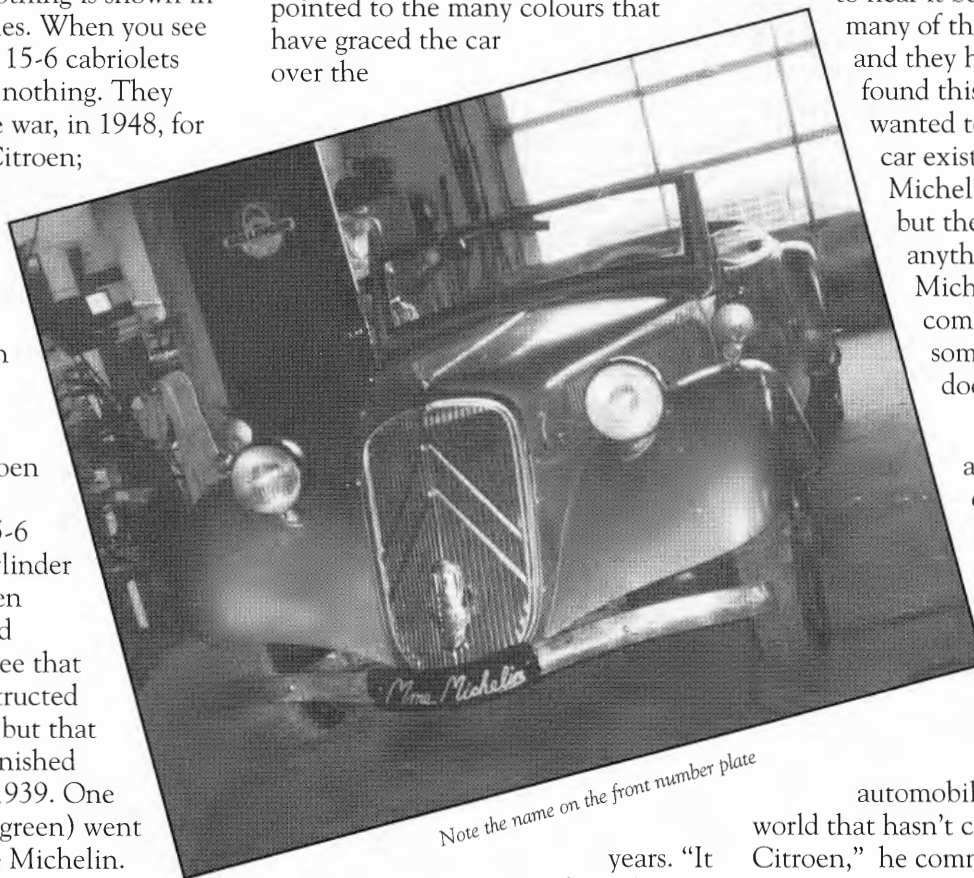
before responding: "Well, it's just a car that wasn't supposed to have existed. It was a model that at one time was to be mass produced, but was stillborn. The factory was in financial difficulty, the war came along; so many things happened. It was an expensive car to make, the most expensive in their line at the time.

"After the war, Citroen had to cut back due to austerity and there was never another factory-built cabriolet. It makes this car rarer than a Bugate Royale, a lot of people may not want to hear it but they know how many of them were produced and they have them. Until I found this car, no one even wanted to admit that this car existed. Maybe the Michelin family knew, but they weren't saying anything. I'm hoping Michelin will be coming through with some records to document it."

As a Citroen aficionado his entire adult life, Dellinger relishes the increased attention the '39 cabriolet is bringing to this favourite marque.

"There isn't an automobile company in the world that hasn't copied things from Citroen," he commented. "They're a great engineering company. I've always liked the engineering of the cars, and I've been working on them since 1958, and selling them since 1964."

The above is an extract from an American publication, which I believe is called "Old Cars." It was written by Bob Hall and submitted by Fred Annells.



Note the name on the front number plate

years. "It came from the factory black, with Bordeaux red carpeting and seats," he said. "There's still a bit of each left. But apparently Mrs. Michelin didn't like the black, so the factory repainted it metallic green.

Asked what he thinks is special about his Citroen 15-6 cabriolet, Dellinger thought a few seconds

RUN TO EURODISNEY

Tony van Breugel, one of our Scottish members, made the trip to EuroDisney in his Citroen 11BL as part of the 'Save the Children' fund raising campaign. He sent in a souvenir account of the event from which I have extracted some photographs. The following is my precis of the account:

Tony and his Citroen were in the company of a Jaguar Mk. II S-type driven by Frank Mosley.

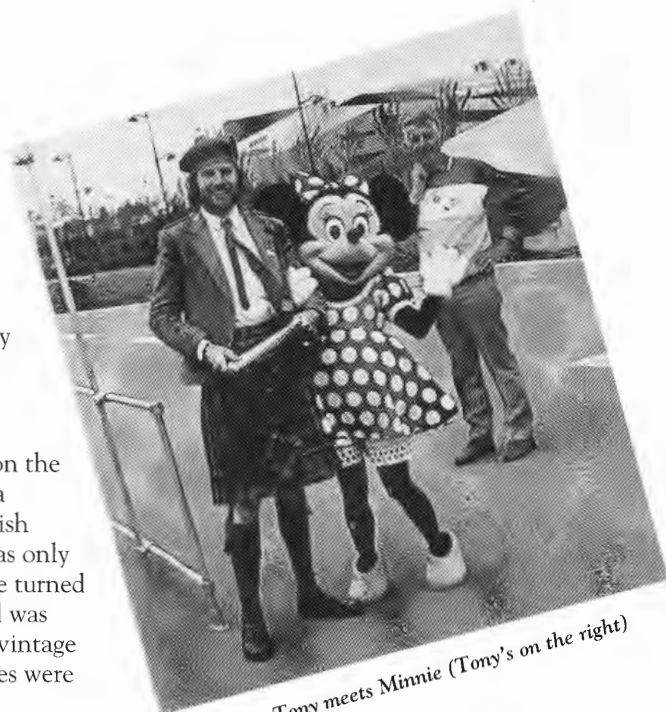
The route went through Carlisle on the way to an overnight halt in Norwich. They encountered blizzard conditions all the way to Carlisle, which probably accounts for the rather exuberant evening celebrations.

The following day, nursing hangovers, the route took in Snetterton and the

leafy by ways around Norwich picking up clues en route to Felixtowe for the ferry to Zeebrugge. From Zeebrugge the route went towards Lille.

They got lost and on the way round attracted a convoy of fellow British participants. Tony was only aware of this when he turned off the motorway and was followed by a line of vintage cars. Intrepid measures were called for.

Tony stopped a cab to ask directions. "Follow that cab" ensued, initially to the wrong hotel (there are



Tony meets Minnie (Tony's on the right)

LOST AGAIN!



A reminder of what it was all about.

three Novotels in Lille) but ultimately to the correct one.

The following day they arrived at EuroDisney having given assistance to an MG en route. The reward was for Tony to be harassed by local French youths inflamed by the irresistible spectacle of his kilted figure. The evening was spent exploring the Paris nightlife – enough said.

The return journey was uneventful for Tony's Citroen apart from getting lost around Lille again. However the Jaguar suffered numerous problems and finally succumbed to the good offices of the AA Relay.

Many thanks Tony, you seemed to have had an interesting time. I hope that I have picked the salient points from the souvenir brochure. Apparently "Save the Children raised £100,000 from the event.

Around & About



Dear Mr. Gardner,

I spoke to the 'Hot Line' of the Club who suggested I wrote to you. It is regarding a garage we saw in France with a lot of old Citroëns in the rough ground behind the garage. I took these photographs, with the permission of the garage, thinking it may be possible to buy parts, or whole cars, if members are interested.

I enclose a map, the garage is situated close to the new by-pass of Belleme as shown in yellow on the map. The garage is an 'Avia' garage as seen by me early in July this year. I trust this may be of interest or help to any members.

With regards,

David Hopper, Pirbright, Surrey.

(Many thanks David, it looks as though some of the cars could be very useful. Unfortunately I do not think that the map will reproduce, but for interested members Belleme is close to Nogent le Retrou, or alternatively NNE of Le Mans at the cross roads of the D938 (N-S) and D955 (W-E). Other photographs include 'H' Vans and Simcas, one of the 'H' vans also has the load compartment full of motorcycles. - Ed)



WHEN IN RENNES

Why does anyone become a Classic Car fanatic? There must be many and varied reasons when one lays aside the investment opportunities that were so attractive in the 1980's.

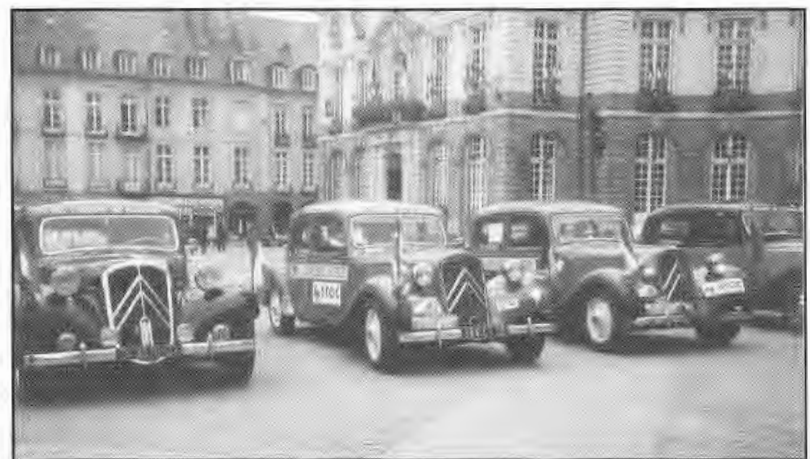
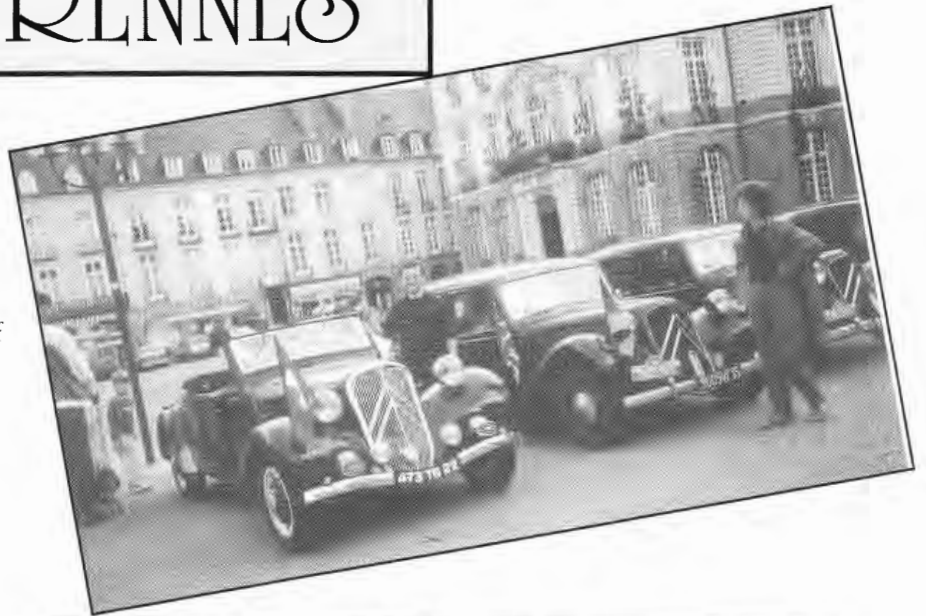
I have been a fan (not yet a fanatic) of Tractions for many years now. Perhaps the reason I don't yet own one is that I am not yet the fanatic, but I'm working on it.

Over the last two years I have begun the purchasing chain. I've joined the club. I've bought the books (including a workshop manual). I've got models and even a mug! I've even been to look at one or two that were for sale to give me experience for when I actually find the right vehicle to purchase – sometime soon.

Imagine then, my delight at finding the line-up of Tractions you see here in the Place de la Hoche at Rennes on July 13th – the day before Bastille Day and the day prior to the start of the "1992 L'Europe En Traction" rally, departing July 14th from Rennes via Bruxelles and Strasbourg to arrive in Athens on August 1st. Even in France such a line up of a dozen or so Tractions attracts a lot of attention.

My interest began around 1958. I was 11 and my dad had just bought our first family car, a rare second hand diesel Standard Vanguard Estate GCB 395. A strong macho looking, slow, plodding machine.

My best pal's dad on the other hand had a Traction. A maroon Slough-built vehicle with brown leather upholstery and a strange gear lever protruding from the dashboard. It shot up the winding hills of Blackburn like a ferret. Low slung, fast and agile. But old fashioned – it had mud guards!



Graham was proud of his dad's car and defended its style and advanced features.

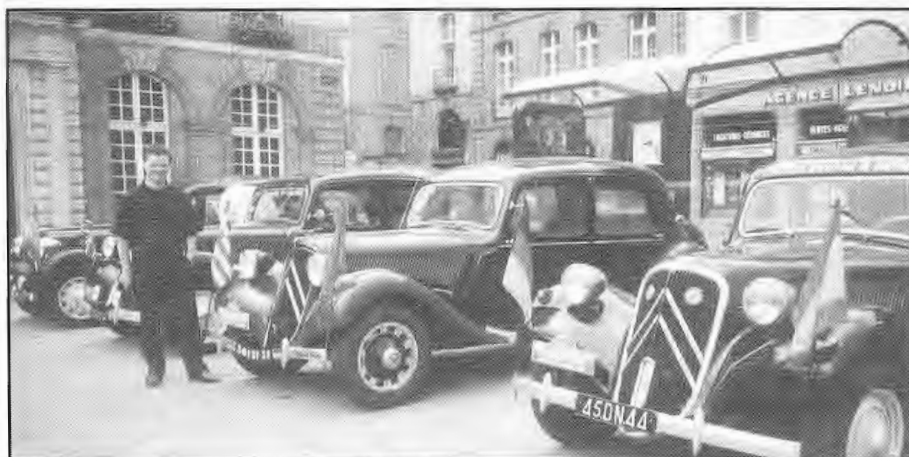
He knew all about it. All that front wheel-drive, torsion bar suspension, radials, monocoque, rack and pinion. He also knew about the new spaceship of road, the DS19. Hydra gas variable height suspension, swivelling headlights etc. I was impressed. It was a real revelation to a schoolboy in the first few years at technical school 33 years ago.

Thus a real interest in cars in general and Tractions in particular was born.

So to stumble upon the "1922 L'Europe Traction" rally whilst on holiday in Brittany was a real treat, Cabriolets, Légères, Normales, Familiales, were all represented together with two course cars in blue. Whether more cars were to join later in the day I do not know. There appeared to be no crews around either but it was lunchtime – perhaps they were at a civic reception. Whatever, the cars looked truly splendid, parked in line on the cobble stones, their graceful lines looking as if they are on the move even when stationary.

Well, it's got to happen soon. I don't think I can resist the temptation much longer. A pre-war, Paris-built Légère is the answer for me. So if anyone knows where there is such a vehicle, all I want is a runner with a sound, accident free body. Not too much to ask is it?

Perhaps then I could reserve my place with other Tractions in the town square rather than stumble across the group next year. Maybe the fan is now becoming a fanatic.



Richard Hooley

Erne Vintage Car Club 13th Annual Run

by Frank Gallagher

There is a local saying in Co. Fermanagh concerning Lough Erne – “for 6 months of the year Lough Erne is in Co. Fermanagh and for the other 6 months Co. Fermanagh is in Lough Erne!” So it was on the morning of Saturday 15th August, constant drizzle, low cloud and intermittent heavier bursts of rain, just the sort of weather continental visitors come for!

Anyway we firstly set off for our local Citroen dealer who had agreed to offer some sponsorship in return for a smart and unusual photo opportunity of five beautifully presented Tractions. I could see his mouth watering at the prospect when I first suggested it. We got there at 9.10 a.m. and Lo and Behold both photographers from the local papers were present and were very impressed by the vehicles they saw there – as were the small crowd who had gathered nearby and indeed the Citroen staff (they don't make them like that any more); actually the main road became blocked as car and coach drivers stopped to gaze in awe.

So, photos finished and hands shaken, we set off in convoy for the Killyhevlin Hotel to register and await the start of the run. This was the largest number of Tractions gathered in one place in Ireland since the days of its actual production run. What a magnificent sight, five Tractions lined up to drive through the town representing hundreds, perhaps thousands, of hours of work, love and pride – we drove majestically through the saturated streets of Enniskillen, hugging kerbs, swooping hollows and riding bumps with ease. At the starting point some 180 cars were present, from a 1904 Talbot to a 1972 Beetle, no other Citroens were present, but another Traction enthusiast as there – the goat loving Michael Wood with his ever patient wife and little Amy (dry as a bone due to roadster style hood on her buggy!).

With packed lunches under our arms and registration numbers we awaited the starting flag – to be dropped by the oldest lady in Fermanagh in her 107th year. The Tractions in attendance were:

1938 Light 12–Norman Moore, Limavady; 1949 11B Normale–Frank Gallagher, Enniskillen; 1954 11B Normale–Ward Haslett, Clogher; 1954 11B Legere–Bill Palmer, Castlewellan; 1955 Light 15–Alan McCarroll, Ballymena.

Our old faithful friend – the rain – had been pretty steady for the previous 45 minutes but it eased slightly as engines burst or chugged into life, we had decided to drive together as conditions permitted, off we set through the island town of Enniskillen to Belleek some 28 miles away, cruising at a steady 45 mph or 65 kph according to my Paris speedo.

The rain became quite heavy and my SEV wiper motor was working overtime. Out of the corner of my eye I saw something moving on my windscreen and then slide down and fall off! I shuddered to a halt as did the other Tractions.

grounds of the famous china maker, just enough space to do a three point turn in a Traction, but plenty of space for nearly 200 cars. We all trooped to the pottery and viewed the small museum and listened to the local accordian band playing some uplifting tunes easily recognisable as – “I left my heart in Quai Javel” and “three wheels on my Traction.”

Picnic lunches were hastily bolted in our cavernous interiors (unlike the Austin 7), we prepared to leave for Kesh some 16 miles back up the lough to Enniskillen. We looped around the village of Kesh and all the cars drew up four abreast along the closed of main street to form the centre piece of the festivities on in the village that day. fighting through the crowds



Left to right: '49 Normale, '54 Legere, '38 Light 12, '54 Light 15, '55 Normale. Lough Erne and Maguire's Castle

“What's wrong Frank, a high speed blowout?”, “sheared a Woodruff key?” “cracked engine block?” – “No worse, I've lost a wiper blade!!”

A quick scramble along the roadside revealed nothing, “Oh well I'll come back on Sunday with a metal detector.” We all carried on, it was later revealed that another Traction lost the complete blade and the chrome end, but fortunately retrieved it via a motorcycle outrider! Continuing along with Lough Erne on our right side and the cliff of Navar Forest on the left we arrived at the army checkpoint outside Belleek and when the soldiers on duty saw the double Chevrons appearing out of the drizzle I could see the rifle muzzles raised slightly in anticipation of a Gestapo staff car which had taken a wrong turning at Calais, but they smiled when they saw our three year old son waving happily from the dark interior! Pulling into Belleek town the rain stopped, we parked in the

we downed our coffee and biscuits at the local hotels and after everybody had had a good look and asked lots of questions we left Kesh with much tooting of horns to go back to Enniskillen via the scenic route. Climbing over some steep hills and negotiating sharp corners until on the highest hill where there was a viewpoint we all stopped in order to receive our vintage plaque in memory of the day.

Uplifted by the sunshine coming through we opened up the throttle slightly and arrived back in Enniskillen at 6 p.m., just 30 minutes over schedule. We then had a pleasant end of run photo session with the beautiful Maguire's Castle as a backdrop – a beautiful end to a beautiful run. The day concluded with a four course meal and dance in the Killyhevlin Hotel. After much joke telling, back slapping and competition we finally left at 1.30 a.m. After a most enjoyable and much anticipated first ever run in a Classic car.

See Page 11



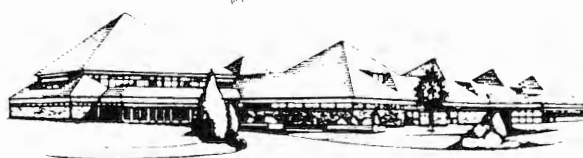
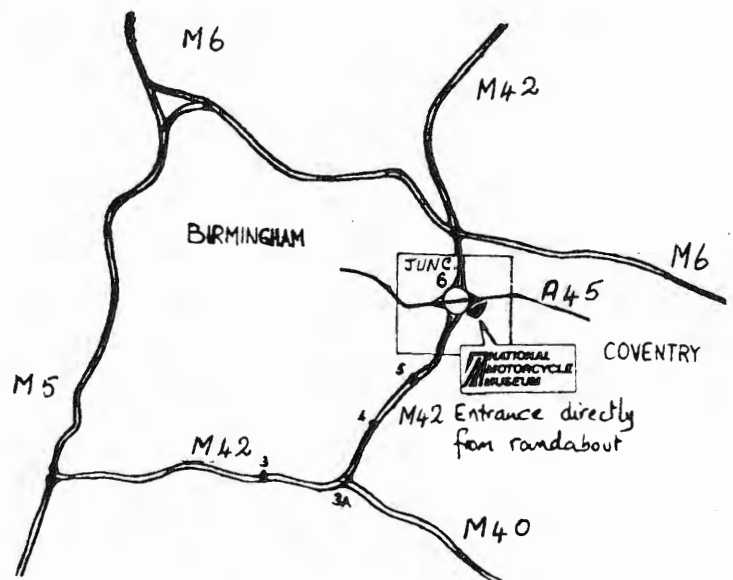
A group of Citroen drivers who took part in the Erne Vintage Car Rally met at M & S Motors, Enniskillen, the Citroen dealers for County Fermanagh. They were met by Charlie Wilson (left) and Paddy Murphy (right) of M & S Motors. The drivers were (from left) Ward Haslett, Clogher; Frank Gallagher, Enniskillen; Bill Palmer, Castlewellan; Norman Moor, Limvady and Alan McCarroll, Ballymena.

TRACTION OWNERS CLUB ANNUAL GENERAL MEETING

on SUNDAY, 18th October, 1992,
Commencing at 2 p.m.

National Motorcycle Museum The Crow's Nest Suite

This is an opportunity for all members to meet the committee and express their opinions. The venue has been chosen with great care and is suitable for everyone being central within the country and the motorway network. The central venue is to encourage a respectable turnout of Tractionistes from North of the Watford Gap. We hope all members will make the effort, get 4 people to a car and make an outing of it, it also saves money. This the last weekend before the clocks go back and winter sets in again. See you there.



NATIONAL MOTORCYCLE MUSEUM

BOGAY HALL, HENWOOD LANE, CATHERINE-DE-BARNES, SOLIHULL, WEST MIDLANDS B91 2TH.
TELEPHONE: 021-704 2784 & 021-704 4844

CORRESPONDENCE

Dear David,

Many thanks to Steve Reed for mentioning my omission – namely, renewing the wiring loom. This was an oversight; I did this automatically as to try and adapt the loom to take an alternator was not really on. I totally agree with Steve – the condition of the insulation is of paramount importance as is the need for a fused system. So, 95% of the loom was replaced. Those wires left were the parking/indicator lights and the interior light wires. The indicators were replaced and relocated on the wheel-arches; the parking lights were left as such. As neither the parking or interior lights are very often used (and both are now fused) I deem the system safe. Maybe I went over the top, but I have

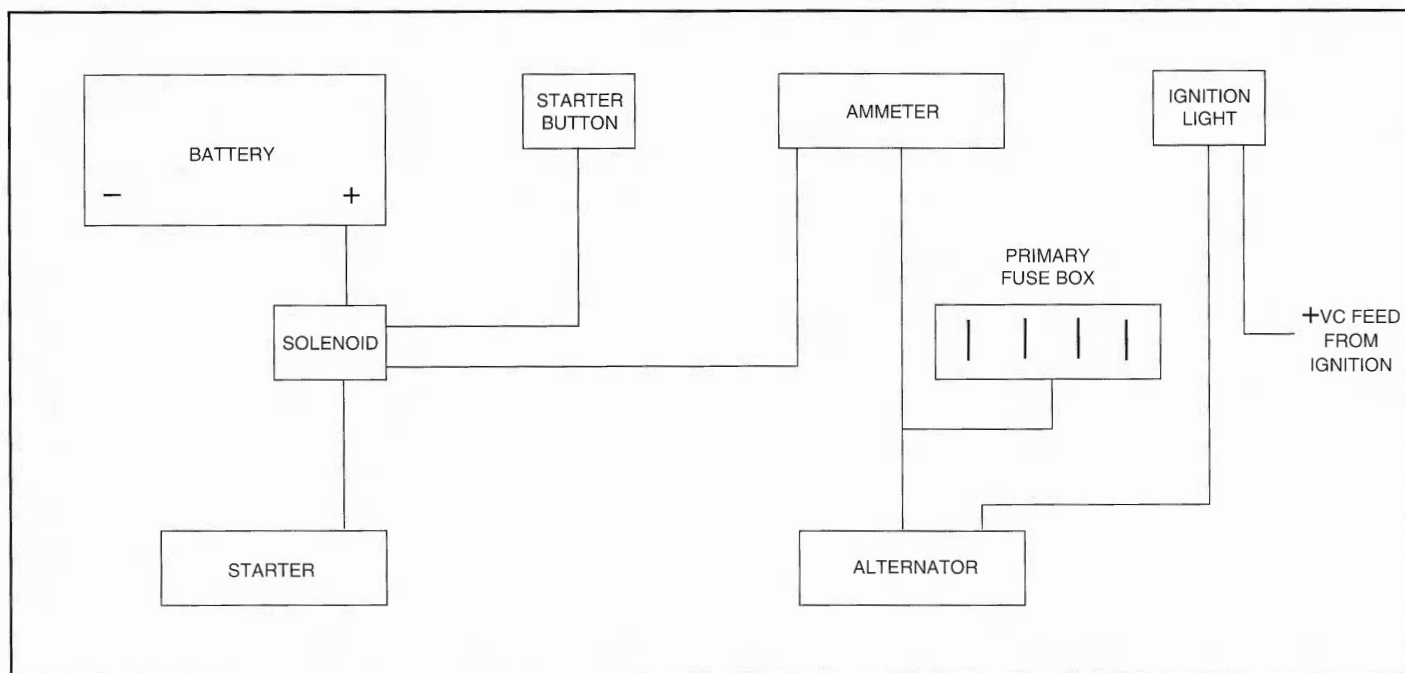
pulley tensioner once during the 400 subsequent miles. Needless to say the bracket is now of 4mm steel plate (as opposed to 1.5mm).

A bit of a puzzle – several Traction owners who have done an alternator conversion appear to have trouble showing a charge on the ammeter, in other words the ammeter shows either 0 or a discharge. I must point out that when the alternator bracket sheared neither the dash warning light fitted with the alternator came on, nor did the engine temperature gauge (to me an essential extra) do anything to stay normal. Obviously there was just enough tension still in the belt to make the system appear normal – switching the lights on showed an immediate

old, 80,000+ miles, never let its owner down, equal first love . . . boo-hiss). Not only do I have a boot openable only from the inside, but I now have the added advantage of, after having pushed the boot to, *being allowed to forget to turn the boot handles to keep the boot shut* – a very worthwhile extra considering the effects of Ricard and French plonk together.

I also missed the advantage of a lockable glove-box – solution: build a “safe”-type box into the cross-member beneath the passenger seat. A bit fiddly to access, but out of sight.

On the French rally I came across one car whose occupants (or should it be “the occupants of one car”) never set up tent. On the fourth and final day curiosity



now included 15 fuses in the system.

I must apologise if I gave the impression that if “the wiring is OK on 6v, then it is OK on 12v”. I was specifically referring to the indicator unit and the starter motor. An internal inspection and test of the indicator showed all parts A1, but being over 35 years old (as mentioned by Steve) and of such complexity, it was considered prudent/advisable/easier to fit a cheapo/nasty disposable one.

The starter motor, I have been assured, will take 12v, providing it is not cranked over for long periods. So far it has performed satisfactorily, but if or when it decides to give up the ghost, I’ll replace it with a 12v one.

Update on the alternator adaption:

Got to Portsmouth outward bound for Bruz (Rennes) no problem – 10 miles into France the ammeter starts to show a drop. Diagnosis – the front plate holding the alternator has sheared between the lug and bottom bolt hole. Remedy – a piece of rope, looped round the bracket, one end fastened to the exhaust bracket at the base of the engine, the other end to the engine mount (thanks Dave Hackett – chief rope cutter). I adjusted the

permanent discharge.

The alternator I used was an LRA 100, the same as the LRA101, but left-hand fitting instead of right and wired up as shown above.

This, with advice, is my system. However, I am by profession one of them . . . a bus driver – I am not an electrician, nor do I hold any qualifications pertaining to that field [*electrical?* – Ed.], so I must stress – please take note of the editorial on page 3 of *Floating Power*, Vol. 17, No. 3; but with this system the ammeter shows a charge at all times, albeit a reduced one when electrical systems are used.

Despite the car not being “original” anymore (mostly in the interests of safety and availability of parts), I’ve tried to keep as many of the original items, if they are in a presentable state. This includes all handles (door and boot) which appear to be aluminium type or aluminium coloured rather than chrome. Unfortunately neither boot handle would lock, the barrels having corroded and similar coloured replacements with keys being unavailable. A trip to the local breakers produced a cable release boot lock off a . . . Datsun (similar to my 10-year-

overwhelmed me and I voiced a thought as to the apparent level of comfort provided by sleeping therein – only to be told “*venez monsewer, venez voir*”. This I did, to be greeted by the sight of apparently a Citroen original bolt/weld-on extra/goodie which, through an infinitely variable number of lockable points, fully reclined the front seat, making a full-length bunk. A li-lo (or blow-up doll – even Mr. Root has one) was then added for extra comfort. I made a wooden model (accompanied by photos) and showed it to a few Tractionistes at the Peak Section meet where it generated genuine interest – for a lot of owners/drivers the back of the seat is too upright and has to be forced back. As this modification needs more than a hammer, hacksaw and angle grinder, I am at present pursuing an engineering workshop for the possible construction/manufacture of a similar device.

Hope this lot goes towards ensuring Mr. Sam Wells’ continuing support of *Floating Power* – was LBJ really a junkie? “If you can’t piss get off the pot!!!” Looking forward to seeing you all at Stratford.

Eric Knowles

CORRESPONDENCE

Dear Editor,

In response to Sam Well's letter about the declining standards of 'Floating Power' I would like to add the following comments (mad ramblings) to the discussion. As well as owning a 'Big 6' I also own a number of other classic cars and motorbikes, all of which provide much enjoyment. The cost of all this as we all know is many long hours spent playing with spark plugs and carcinogenic substances, but for me the biggest trial is the reading of the seven club magazines for which I am a member of.

Now don't get me wrong, it's not that I am not appreciative of the phenomenal commitment and incredible hard work put into a clubs activities, it's just that individual clubs view the role of the club magazine differently. I can group my seven club magazines into three categories:

- a) purely necessary but unreadable.
- b) Entirely unnecessary but readable.
- c) Highly comical.

a) This category applies to magazines that contain rally dates and lists of members that attended recent meets, usually without any commentary, and not forgetting the occasional poorly photocopied photograph of the Editor's car that you've already seen several times before. However the membership of the club is obligatory as it is your life-line to spares.

b) This category applies very much to 'Floating Power', I don't need to be a member as I can get all the spares I need from a certain railway arch, but I actually *want* to be a member. I have as yet have not attended any Traction rallies in the three years that I have been a member, however the membership alone, in my opinion, is worth it for the magazine.

c) I am only the member of one such club that falls in this category, the name of which will remain anonymous. The first paragraph of my letter welcoming me to join is as follows;

"As a club, it does not offer a great deal – no weekly meetings or organised runs; no sports or other participating movements."

Given that joining incentive I am not quite sure exactly what's left for the club too offer. All suggestions welcome.

Enough nonsense, back to Mr. Well's letter, I agree with his comments about the inclusion of the club's accounts in the glossy mag, however, I am sure the odd accountant in the club might remonstrate on this one (if only the Maxwell pensioners were privy to such openness). With regard to the Editor taking responsibility for filling the pages of this magazine, I have very strong feelings; if the members can't be bothered to fill the pages why should the Editor, it's not enough to argue that he took the job on. Yes, he did take the responsibility on but only as an Editor. To use the 'Oxford' definition – 'one who edits.'

I used to be a member of the second largest car club in Britain, the Hillman Owners

Club. Where a certain Editor was so pushed for material that he was given a free hand to publish anything he liked simply to fill the pages of the magazine. Hence why the last issue I received there were two cooking recipes and extracts from the Highway Code. For those of you who don't read the motoring journals, the HOC is now no longer. The Editor only produced three magazines out of 12 and refused to hand the responsibility over when confronted and demonstrated his anger by destroying all membership details. Given that our Editor probably doesn't possess a copy of the Highway Code, or, has in fact even baked a cake, I would still not like to see a 'one-man band' situation culminate.

Mr. Well's criticism has some validity if targeted t the membership, but not if directed at the Editor.

Regards,
M. J. Ellard, London

Dear Peter,

Thank you for your kind note of encouragement and appreciation to a non-Traction owner when I sent my subscription last year.

I am prompted to write because of some recent correspondence in the magazine of the MG Car Club, 'Safety Fast,' to do with the 'doers' and 'non-doers' in the club. Now, I know that all voluntary organisations rely on the efforts of a very few. I should do as I am vicar of a church and spend many of my waking hours encouraging others to join the few! However, there are choices to be made and with the best will in the world one can not do everything. So as a non-doer in the TOC, I want to thank you for all your efforts on my (and other members behalf) and to say how much I appreciate my membership of the club.

I await the arrival of 'Floating Power' with anticipation and read the magazine with interest. I spend my holidays in France scouring the pages of La Vie de L'Auto and other classic car magazines for the ad which will lead to the Traction of my dreams. One day I will find the car AND the money to pay for it at the same time!

In the meantime my thanks to you and all who work within the club.

Yours sincerely,
Michael Johnson, London SW14.

Dear Mr. Riggs,

While I am sending my subscription I thought it might be worth including a note.

As you can see from my address below I am on a temporary assignment near Paris. Clearly this puts me in a slightly privileged position with regards to the availability of things Citroen. By now I also speak a modicum of French.

Consequently if I can be of assistance to any member I would be glad to help, even if I merely keep an eye on the local small ads for a particular item.

I hasten to add that I have no commercial axe to grind, though I may be able to purchase items here and pass them on at cost.

My personal interest spans the TA, the type H and the D series cars. H vans are particularly common in local scrapyards (*is this significant – Ed*).

Perhaps you would like to pass on my offer as you see fit.

Yours enthusiastically,
Andrew Cox, 36 Rue du Movan,
SILIC 593, 94663M Rungis, France.

Thanks for your offer Andrew, I am sure there will be many takers, not too many I hope. – Ed.

Dear Editor,

I collect and enjoy re-reading issues of 'Floating Power' from up to thirteen years ago. The many pleasures of Traction ownership and restoration shine through in many of the articles, notably, Rhodris Rumlblings' (circa 1980), Fred Annells' Travels Down Under (1983), features by Alec Bilney, Sam Wells and others, and technical articles by John Gillard, Roger Williams, and the ubiquitous G. Rease-Nipple.

In many ways a magazine is as strong as its contributions, and worthwhile copy is the perrenial problem for the Editor. Nevertheless, Sam Wells has some salient points to make in his recent letter, even though he regards as 'the most unprofessional yet' the issue in which I wrote an article! The magazine should not be just an information news-sheet; a professional standard should be aimed for. Ultimately, Floating Power must stand as a *celebration* of all things Traction – technical information, articles on meetings, trials and tribulations of restorers, book reviews and newspaper articles – as well as a disseminator of information. I look forward to receiving the magazine, however late it is – but it does always seem to be a little 'empty'. I suppose that reflects on all of us.

As an English teacher, I find the standard of grammar does detract from my enjoyment, particularly the misuse of commas and full stops. By the way, Sam – your paragraph complaining about 'grammatical solecisms' is grammatically incorrect!

Some articles suffer from poor layout, notably my own in the March issue, where some sentences are hard to follow, and one photograph shows a 'stretched' version of a Light 15!

Please treat this letter in a constructive manner. As the Editor of a magazine myself, I have enjoyed my share of criticism, but realise that the task of Editor is a very difficult, but ultimately worthwhile experience.

Yours faithfully,
Michael Wood, Ballygowan, Co. Down.
(Thank you for comments, I will try to bear in mind what you said about commas and full stops – Ed.)

CLUB NEWS

EVENTS

As you will see from the Diary of Events, we are to have a stand again at the National Classic Motor Show, to be held at the N.E.C. Birmingham on 28th/29th November.

As Social Secretary I am quite happy to organise the stand for the weekend but would be pleased for any offers of help over the two days to man the stand, if only for a short period, to relieve myself and any others during the 10 hours each day that the Show is open.

A restricted number of passes will be available to each Club which, if I do not get drowned in the rush, could be made available to helpers. If you are able to provide assistance please telephone the Help Line and leave a message; I will then 'phone back with arrangements.

Remember, the stand is not for my fun but to help your CLUB, so even if you are unable to offer help, please come and have a chat and perhaps a glass of wine.

PEAK SECTION

The Peak Section are organising a Treasure Hunt on Sunday, November 15th. It is starting in the car park of the County Offices in Matlock at 11 a.m. and ending up at a pub – how unusual! [I suppose which pub depends on how good you are at getting the right answers – Ed.]

As the the event is scheduled for November feel free to come in any make of car. We know that some Tractioners are only taxed for six months! Further details are available if required from Bev and John Oates.

AREA CONTACTS

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

Mr. I. Nairn,
490 Lanark Road,
West Balerno,
Edinburgh EH14 9AN.

Peak Area Contact

Mrs. B. Oates,
42 Clifton Drive,
Buxton,
Derbyshire SK17 9LY.

Irish Contact

Mr. J. N. Moore,
19 Main Street,
Limavady,
Co. Londonderry,
Northern Ireland BT49 0EP

South West Area Contact

Mr. W. T. Bruen,
The Barn, Beech Farm,
Kingston,
Kingsbridge,
Devon.

CORRESPONDENCE — continued

Dear Dave,

As a newly-joined member of just six *Floating Power* editions, I must agree with most of the sentiments expressed by Sam Wells. I've also bought quite a few back issues to find a high proportion of TOC advertisements, schedules, etc. I feel that these should be done only every second issue or as a separate "slip-in" page and, not being a Citroen Arriere fan, some of the multi-page nostalgic adverts and articles were rather frustrating.

However, I'd like to be more positive and as an enthusiast of little actual knowledge or experience it would be an advantage to myself and also to other members if a comprehensive supplement were on offer, full of tips, practical mechanics and other accumulated knowledge, rather than keeping it all in an archive, only being aired when you run out of members' contributions.

Whilst on the topic of contributions, rather than "brow-beating" members bi-monthly as regards contributions perhaps a carrot instead

of a stick would do better – if an article or series of articles supplied a voucher, maybe even to use against items in the Club Shop, Spares or even a reduction in the annual TOC member entry fee!

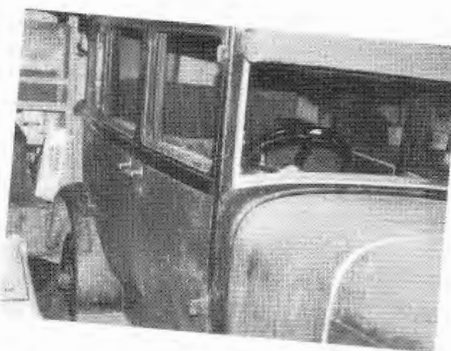
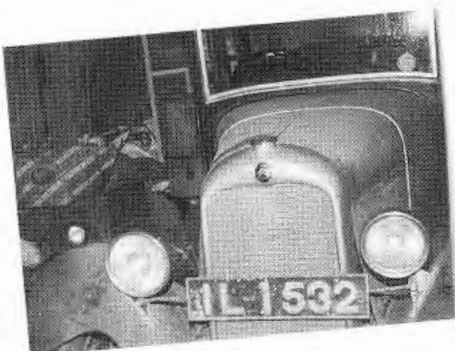
Anyway, I do enjoy *immensely* other members' experiences and look forward to each issue, but I could have sworn that the latest issue (July's) arrived on 21st August – perhaps this is what Mike Wheals means by "the magazine now arrives in the month expected".

Also find enclosed a few photos of a 1928 12/24 hp deluxe saloon, located in Co. Fermanagh, Northern Ireland. If anybody is interested, give me a ring: (0365) 325 847.

Yours sincerely,

F. P. Gallagher,
Enniskillen,
Co. Fermanagh

(Glad to see that even though *Traction Arriere* is frustrating you are still prepared to send photos for other people's enjoyment – Ed.)



"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.

Classified

Notice Concerning Advertising
Please note that neither the Traction Owners Club, the Standing Committee, the Editorial Team, nor any other Club Officers can be responsible for the truthfulness of claims made in any advertisement, or for quality of goods and/or services offered in any advertisement. Advertisers are reminded of the provisions of the Trade Descriptions Act.

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 Smulder, Le Bohat, 56370, Sarzeau, France. Tel. 010-33 97 41 78 68.

For Sale

Slough Light 15, 1952, small boot, recently completely restored (interior, bodywork, mechanics, electrics, chrome etc.), with pilotes, new MoT and tax, £9,500, a very reluctant sale. Please phone for details, John Starke 0206 231 2 41

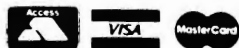
CLASSIC



RESTORATIONS

Arch 124
Cornwall Road
London
SE1 8QT

Telephone and Fax:
071-928 6613



Classified

For Sale

1953 Light 15, Slough built, grey, Reg. No. JJB 495. In very good sound condition with many new parts fitted, including clutch, liners and pistons, s/s exhaust, trim, chrome etc., £4,950. Tax and MoT. Phone Jack Atkinson 0884 820 118.

For Sale

Traction Legere (small boot), Paris built, 1952, 69,000 km. The car is complete, reliable and in full working order. I have driven it regularly and carefully for the last 3 years and never been let down. Recent MoT, custom made blue car cover with Citroen logo included. Reluctant sale due to other commitments, £6,950. Please phone Chris Ford 0263 712 160 (business) 0263 860 491 (home).

For Sale

Traction Kit, Heller 1/8th scale, complete and unstarted, £90. John Starke 0206 231241.

Classified

For Sale

1948 Light 15, r.h.d., Reg. No. MPO 661, unfinished project. Work done includes: new door bottoms, body tub shot blasted and in primer, offside sill (complete) to be replaced prior to sale, boot floor (complete) to be replaced prior to sale, inner arches repaired, front seat backs repaired with new leather. All 4 wings need work. Car 100% complete although partially stripped. Excellent opportunity, £2,450 ovno. Phone Mike Pitcher 0621 819 384-(Essex).

For Sale

1955 Citroen BL, MoT July '93, owned and run since 1980, new Michelin X's, stainless steel exhaust system, new floorpan and work to sills, resprayed Old English White, £4,250 ono. Tel. 0527 62974.

For Sale

1934 7A gearbox with a NEW CWP Bearings and Seals complete with bell housing, cross shaft, completely unused, other odd gearbox bits (1934), in good condition, £1,000 ono. Tel. 0483 579 350.

Trade Services Listing

Some of the services listed in the following advertisements are provided by companies, individuals or organisations who offer TOC members an exclusive or in some cases a discounted service. No recommendation of these services, either express or implied, should be inferred from their inclusion herein. All enquiries and decisions regarding the suitability of a product or service must be made direct to the advertiser and *not to the TOC*. The decision to include or exclude a listing from this section rests with the TOC Standing Committee only.

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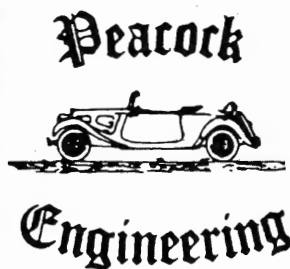
Phone: Mike Wheals at 0256 896 876 after 6 p.m. or write to Traction Restoration, 11 Fairclose, Whitechurch, Hampshire, RG28 7AN

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Traction Renaissance Services

Tel. 0453 883 935



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