



***Floating
Power***

january
ninety
three

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Richmond

Regular meetings are held in most areas
For further details,
please contact your local organiser

Floating power

THE MAGAZINE OF THE
TRACTION OWNERS' CLUB

VOLUME SEVENTEEN ISSUE SIX **January
ninety
three**

"Yes, I'll be there in a minute, I've just got this editorial to write!"

On behalf of all in the club, a sincere thank you to David Gardner for steering the ship over the past few years. Time for me to roll up my sleeves and exercise my typing skills (ha, ha).

I suppose one month late isn't too bad for a first attempt, give me a couple of years, you never know!

To whet your appetite, the following are lined up for Volume 18:

- A series of technical articles on front end mechanics by Roger Williams.
- Sid's back! Calamitous cartoon capers with our hero Sid Troon, a new series drawn by Clive Warner featuring the world's most dedicated Tractioniste. (To remind you of Sid's approach to life, we've reprinted one of his earlier escapades in this issue.)
- Routine maintenance and tips for keeping your Traction on the road, including a technical advice Q & A column
- Book reviews
- 'Special Traction's'

Please tell me what YOU want to see in FP; ideas for features, or regular columns: profiles of Traction businesses, 'who does what and where', for example.

Meanwhile there's plenty to read in this issue including some all important news on the National Rally.

I must bring to everyone's attention the item on page 12 regarding subscriptions, you know it makes sense.

And finally...rest assured, if you don't send anything in, the next FP won't cost much to print! (We always need material, especially of the archive and technical variety.)

"Good grief! Is that the time?"

JS

A heartfelt thank you to those who volunteered my services at the the AGM, I assure you my revenge is guaranteed!

2

contact

AREA CONTACTS AND MEETINGS

4

a slice of christmas blarney

AN IRISH EXPEDITION WITH MICHAEL WOOD

6

techtorque

RELIEVE THAT HEADLINING HEADACHE

7

classic cover

MARTIN COOKE'S VIEW OF CAR INSURANCE

8

capital business

SAM WELLS REPORTS ON THE LONDON SCENE

11

events

DATES FOR YOUR DIARY

12

toctalk

NEWS ON IMPORTS, NEW MOT

13

correspondence

HAVING YOUR SAY

14

sid troon

TRACTIONISTE EXTRAORDINAIRE

15

classifieds

MARKETPLACE



cover picture by Peter Mackertich

Whilst every effort is made to ensure the accuracy of information and advice given in this magazine, neither the club, nor the officers and members thereof, nor the authors accept any liability whatsoever for such information or advice.



ISSN 0265 0630

A SLICE OF CHRISTMAS

BLARNEY!

Michael Wood, Bill Palmer and Frank Gallagher search for the truth behind a few tall Irish tales and discover some buried treasure!

SOMETIMES you can get just too much of a good thing. After days of indulging, the appeal of Christmas starts to wane a little. So it was that the idea of 'heading south' was mooted. For us in Northern Ireland that meant exploring the recesses of the Republic of Ireland, where rumours abound of undiscovered Tractions nestling in barns, where Traction owners restore their cars with no help from the outside world and where there are even owners who aren't in the TOC!

The idea of escaping from Christmas excesses is not completely new. Two years ago, three of us drove hundreds of miles through snow and ice on New Year's Eve to see a 1930 Citroën C6G in the process of restoration in County Tyrone. The task confronting the owner then was so overwhelming that we returned to our restoration tasks with renewed vigour. This trip, unlike the last, had been meticulously planned by Frank Gallagher. He had spent months phoning and following up leads of Tractions old and very old in Southern Ireland. With impressive detective skills he has traced over thirty cars in the South via past and present owners. Some of the stories of buried roadsters and Irish built saloons have been quite remarkable, and I trust he will write about some of these in the near future. Suffice to say that, on Tuesday, December 29th, we began a busy itinerary.

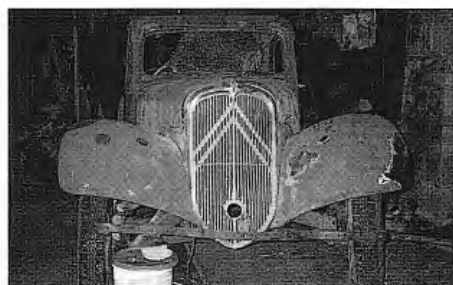
...where rumours abound of undiscovered Tractions nestling in barns...

My contribution to the tour was the promise of a Light 15 stored in an old barn in Kilkenny for at least ten years, supposedly 'quite restorable' and 'going for a song'. Where have you heard that before? I was to contact someone on the day who would introduce us to the elderly owner, that sounded promising.

The night before, Bill Palmer, from Castlewellan (an expert and experienced Citroën hunter) and I drove down to the



◀ 'Three men and a car' Michael, Bill and Frank in Galway



◀ Light restoration required!

Dave had rediscovered the car ten years ago, stored in an old building at the local college, and decided that he must have it. He sent his brother to negotiate a price, and instructed him to go to a maximum of £600, so, when the owner suggested, after a lot of umming and aahing, that he might consider an offer around £500, Dave's brother jumped at it - perhaps too enthusiastically. You have to realise that an Irishman **has** to haggle; the owner, who was anticipating being beaten down, promptly upped the price, and when that was agreed, upped it again - and started getting suspicious! So the sale was lost.

Five years later, Dave decided to re-negotiate the sale himself, although by then it was in a dismal state of repair. After finally purchasing the car, he has restored it completely, including a respray in the correct maroon.

When cornered, Frank admitted that if he found a Light 15 requiring restoration for sale at an interesting price, he might be persuaded to buy it. Subsequently, some of

starting point - Frank's house in Enniskillen, near the border. The three of us set off at 6am the next day. At this time of year there are only seven hours of daylight up here, from 9am to 4pm, so it was essential that we squeeze as much as possible into the time available.

Our first port of call was the beautiful town of Galway, where we met Dave Punch and his 1954 Light 15. He had first seen the car about twenty years ago around the town, when it had been resprayed by a colourblind painter, who had interpreted the original maroon as a sort of shocking pink. However, the respray was of such good quality that the owner hadn't the heart to tell the painter to redo it!

the stops were at places where suitable cars could be bought. In Co. Clare, a local Citroën dealer had a c.1950 Light 15 for sale. It had supposedly had replacement panels all round, and needed 'light restoration'. Unfortunately, after the panel replacement, there had been no paint applied, so, ten years later, it was completely rust-covered. Bill estimated the value at significantly less than the asking price, so even an optimistic Irish haggle was fruitless.

It was the same story at the next stop, Limerick, where some Traction spares were excessively overpriced. It was here that I decided to telephone my contact in Kilkenny. He brightly explained that he had two pieces of news for me. First, that he had discovered that the Citroën in the barn was actually a Vauxhall, and second, that it had been sold two years ago! As we crossed Kilkenny off our agenda, my personal popularity rating reached an all-time low.

With heavy but determined hearts we drove on to a mystery location in Co. Tipperary. We were blindfolded for this part of the journey by Frank, who was starting to get carried away by his sleuthing skills, and was jealously guarding information! We were starting to think that we would all do better if he blindfolded himself too! He had unearthed details of a Light 15 lying in a shed in a scrapyard. It was (that was the good news). The bad news was that during the ten years that the car had lain there, the scrap dealer had also used the shed for storing old washing machine parts. The Citroën could hardly be seen, the scrap was piled eight feet high over the top of it! We removed what we could, and uncovered a complete 1954 Slough model underneath the mess. Unfortunately, after a detailed examination by our on-board expert, Bill, we concluded that the car was well past restoration. Bill is a very useful ally to have on such excursions, he has amazing x-ray vision, that sees through paint, noticing

▼ **Well, who'd have believed it?**



▲ **There's a Citroën somewhere under this lot?**

only the extent of the rust underneath! We put in a bid for the remains, and, as I write, the haggling continues.

Darkness was now descending and I discovered that Frank's next target was not as straightforward as some of the others. He had heard rumours of a Traction dumped on the roadside down a tiny

...I was working out how on earth I could justify going on the next jaunt...

country lane in Co. Offaly. We spent a fruitless hour scanning endless country lanes in pitch black, aiming torches across fields as it was explained that the last sighting was nine years ago! Now I was starting to realise what the term 'mad Irishman' really meant!

At this point Frank told us about two cars rumoured to have been dumped in a certain field in Co. Cork. All I can say is that it is lucky he was driving us, otherwise he may have had a long walk home! By this time Bill was starting to show extreme symptoms of food withdrawal, so after a pit stop we arrived at Ferbane, where we met Freddie Vaughn, a Citroën dealer, his immaculate 1947 11B and also the only Rosalie in Ireland (or so he says). This one is for sale at a giveaway price - one owner, 27,000 miles, only 62 years old - a snip!

Southern Irish roads are terrible, and the signposts are utterly incomprehensible. Some show miles, some show kilometres, none are in the least accurate. Frost and ice covered the lumps in the roads and, after a 500 mile round trip we finally limped back across the border well past midnight. Frank was already planning the next day's phone calls, his enthusiasm not dampened by the day's happenings. He dreams of Big Sixes hidden in barns, and generous owners unaware of today's values. Meanwhile Bill was dreaming of Tbone steaks, and I was working out how on earth I could justify going on the next jaunt - or how I could get out of it! No, that's not fair, it was a refreshing way to escape from the Christmas endurance test. All I ask is (before Frank and Bill arrange another sortie) has anyone out there got a restorable Light 15 at a negotiable price?

For those of you interested in vehicle registration numbers, the Republic of Ireland now has a system whereby the last two digits of the year of manufacture appear first in the registration, then the first letter of the county, and finally the number of the car registered that year. An average Dublin registration may have six numbers after the "D". Dave's car was the first 1954 car to be re-registered in Galway, hence his distinctive number plate 54G1. I wonder how much would that be worth on the English registration market?

Made to Measure

The following article by Scott Pereira first appeared in Floating Power exactly ten years ago and now will hopefully again be of assistance to those for whom the prospect of DIY headlining replacement is somewhat daunting

REMOVING and later replacing the cloth headlining in a Light 15 is highly satisfying and takes a couple of gentle afternoons work. There is nothing particularly mysterious about its construction and the only special tool required is a standard domestic sewing machine.

There are plenty of good reasons for doing the job, particularly if the car has a "Weathershields" sun-roof; stains and wear are difficult to correct in situ, and the original material often becomes threadbare after 20 years or so. Similarly the rubber drain pipes from the sun-roof guttering eventually perish and need replacing (particularly if an unsuspecting welder sets fire to them) and this cannot be done with the headlining in place. There is no problem about using the car normally with the headlining removed, so the job need not be a mad rush in order to keep the car on the road.

Even if your headlining looks all right, it will look better after being washed. Purist considerations apart, the original material is often rather shoddy and modern cloths look virtually identical and are relatively inexpensive; running up a complete new headlining is to be recommended.

First the removal sequence. To remove the sun-roof panel from the frame, take out the screw on the underside of each front corner, insert a small spike/screwdriver through the screw hole and push the runner stop clips toward the outside edge of the roof panel. Lift the front edge of the roof and slide out. (To replace, simply reverse the procedure.) Unscrew windscreen surround. Remove both sun-visors. Remove the four leather-on-wood trims (tacked on) around the sun-roof aperture and then pull out the tacks underneath to free the four edges of material. Remove interior light from ceiling, remembering that the wires are live. The front headliner panel is now only held by long hooked metal fixing strips which run above the doors and are easily unscrewed. These are hooked into the fabric, which will tear if handled roughly, but may be detached with ease after their removal from the steel frame.

The rest of the headliner (at the rear of

the car) will now be seen to be hanging from three curved suspension rods which in turn are held in position by three supporting strips. The suspension rods are easily unscrewed and may then be detached from the hooks in the supporting strips. The rear window surround should next be unscrewed (mind the glass does not fall out as it is then unsupported, if necessary you can refit the glass using an automotive glass sealant/adhesive). All that holds the material now should be a short row of tacks hidden under the panels above each wheel arch. The panels can be unscrewed to reveal these and the whole headliner and attached suspension rods can simply be removed as one unit. It will probably be covered in rust from the inside of the roof, so this is a messy operation. The surrounds of the rear window and windscreen can now be screwed back, the interior light replaced, the sun-visors screwed back and the car is back in service.



Meanwhile one is confronted with a heap of rusty old fabric attached to the suspension rods by loops of canvas tape. The suspension rods can be removed with care from the loops which are invariably threadbare. The fabric can then be washed or unpicked along its seams to serve as a pattern for new material.

For the Lt 15 3.5 yards of 54in fawn wool-union headlining cloth; 20ft of 3in canvas tape and numerous assorted PK (self tapping) screws. The cloth can easily be cut to size with the old material as a pattern. Disregard the stretching and cut exactly round the old pieces, but be generous at the holes for windscreen, rear window and sun-roof and allow plenty of

It is hoped that techtorque will be a regular feature in FP, but that greatly depends on you. Please send in your technical articles and information so that we can all benefit from the wealth of knowledge that surely exists within the club.

spare cloth around these apertures (i.e. cut the holes small). The seams can then be sewn, with the canvas tape sewn into an attached tube along each of the three rear seams to take the suspension rods. It is then ready to install.

Before hanging the cloth, it is worthwhile preparing the interior. The inside of the roof can be wirebrushed and painted. The "Weathershields" roof and its fittings are fully accessible and this is your chance to check it thoroughly for rust and to replace the rubber drainage pipes. The whole assembly can be easily removed by releasing four (probably seized) nuts which hold the frame to the roof. It can then be worked on more easily. As the frame is very susceptible to corrosion, it makes sense to repair and rustproof it now as necessary, and it should give many years good service.

Another preliminary to hanging the cloth is to remove and prepare the hooked metal fixing strips. Each hook should be re-opened by prising. The fixing strips can then be screwed back into place over the tack-on draught seals (furflex) around the doors.

Hanging the cloth is reasonably easy. First put the three suspension into their cloth tubes. Starting at the back, remove the back window surround, line up the cloth over the hole and screw the window frame back to hold the margins in place. Screw each suspension rod into place in turn, slotting it into its hooks in the supporting strips. As you do so, the cloth is put under tension and stretches itself into shape. The tautness of the whole is achieved by pushing the cloth edges under the hooked metal fixing strips. The simplest method wins here: proceed along the edge, pushing the cloth deep into the slot behind the fixing strips where the hooks catch it and hold it. Coming forward, make the hole for the interior light in the ceiling. If there is a sun-roof frame, tack the cloth lightly around the edges. Remove the windscreen frame and screw it in again over the cloth margins. Finally screw in the two sun-visors, this can be tricky, as the screws have a fine thread which the cloth jams easily, but line them up and make holes for them in the cloth if necessary.

The major effort now over, sit back and adjust the tautness all over by carefully prodding the cloth into the fixing strips at the sides. Put a cotton wool pad under the cloth above the rear wheel arches and tack the edges in to finish the job. ■



**Guess who's coming to dinner?
See page 12**

CLASSIC COVER

What Price Insurance?

by Martin Cooke, Director of Bain Clarkson Ltd

THE new Council Tax demands will be with us soon and the next dreaded item we look forward to dropping on the doormat is the annual motor insurance renewal. Motorists have suffered an unprecedented rise in insurance cost over the last two years and we can only hope that 1993 will see the start of a return to normality as Insurers' fortunes begin to improve, but I fear we still have a bumpy ride for a while longer.

Like the economy, the Insurance Market goes through cycles and during the 'soft' market conditions of the late eighties, despite poor underwriting results, competition forced premium rates to below economic levels. The desire to increase market share was perhaps encouraged by the high interest rates which could be earned on revenue generated.

The early nineties saw not only an upward trend in accident frequency, but also an upsurge in theft and joyriding claims. Headline losses in the Financial Press made shareholders turn a funny

colour and the subsequent 'hard' market has forced premiums to their present dizzy heights.

Until recently the specialised Classic Car insurance market was relatively exempt from these turbulences. The enthusiast who lovingly and painstakingly restores a classic is invariably an active owners' club member and has the profile of an ideal insurance risk. Cherished as part of the family, their pride and joy would only venture out on sunny days and be safeguarded from all harm.

Low mileage Agreed Value insurance schemes for such enthusiasts have been popular for twenty years or more and premium rates have remained stable, seeing only modest increases to allow for inflation. In the last two years however, premium rates have needed to rise by similar percentages to those suffered by standard motor policies. The cause? Yes, you've guessed it - the theft industry! Classic Cars sadly are not immune to this problem. The cost of theft claims in the U.K. has risen staggeringly to over £1000

million in 1992, 40% up on 1991 which in turn was 40% up on 1990. In a way these statistics have a greater effect on the Classic Car market with its lower accident rate, because whilst theft claims account for only 10% of all motor insurance claim costs, in the Classic sector the percentage is much higher.

How is all this going to affect me I hear you ask. Well it is true that Classic Car premiums are not as cheap as they were, but relative to conventional cover the cost is still considerably lower. For example, a 1979 Alfa Spyder Veloce owner might pay £700 - £1,000 for standard insurance whereas in the Classic Car insurance market a 3000 miles per year limited mileage policy can be obtained for around £350. Older cars such as a Lotus Elan might cost as little as £120.

Finally, if you do fall victim to the current theft epidemic, how much better it is to have a valuation based policy with a pre-determined basis of settlement. ■

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Fax 0384 214479



▲ Essex Roadster serving up the style ▶



photo Peter Jordan

RIVERSIDE DESIGNS

BUILDING on the popular success of the 1991 Central London Riverside Rally a second event was organised by Classic Restorations and took place last September under the gaze of Tower Bridge at the Design Museum, Butler's Wharf.

Here there were the added attractions of an exhibition on the decline of the British motorcycle industry and a veritable Pandora's box of Traction related items in the Museum shop.

Proving that ardent Tractionistes aren't at all deterred by less than perfect weather, over 50 Tractions were driven from their homes throughout the Home Counties, quickly filling the Thameside location.

Dispensing oysters and wine from his charismatic H-van to the accompaniment of a captive accordionist, jovial restaurateur Jean-Philippe Gravier provided extra colour and atmosphere, perfectly complimenting the event's continental flavour.

Warmth and hospitality were ever present in the Design Museum Bar & Coffee Shop, where talk was predominantly Traction and those seeking shelter from the elements were soon making new friends over a cappuccino or two. Others, meanwhile, were enjoying the delights outside, both gastronomique and Citroënnesque.

Cars in attendance included a 1939 Light 15 Roadster and an Egyptian Slough Six with the most intricate marquetry adorning the dashboard.

Hopefully everyone enjoyed the day, and John Gillard tells us that planning is already underway for what promises to be an even better third Riverside Rally, so get your sunglasses at the ready! Sam Wells ■

photo Peter Jordan

capital business

ace correspondent
Sam Wells reports on two
recent events in London

▼ Tower Bridge salutes the assembled Tractions



boule games in the park



The Pernod Boules Championships

**Battersea Park
Sunday 13 September**

photos Sam Wells

A TOTAL of seven cars duly turned up on yet another rainy Sunday in London. Luckily, a sheltered prime position adjacent to the playing areas had been reserved; equally luckily, there were no reported instances of metal balls striking gleaming carrosserie!

All the tractionistes attending were treated to an effusive display of French hospitality. Complimentary barbecue lunches were offered and the irrepressible J-P Gravier couldn't uncork the champagne bottles quickly enough. This more than compensated for the rain.

In true English style, Andrew York defiantly sported a natty straw Panama, while Sam Wells was accompanied in his Lt 15 by his new canine mascot.

Later in the afternoon, the cars were paraded in front of the 'refreshment' tent for judging. A noisy affair with no small bias in favour of our Gallic friend. M. Gravier duly accepted the award for best car, (on behalf of his Légère). I'm sure he will find an appropriate home for the pot plant!

To end a thoroughly enjoyable day, the organisers presented everyone with bottles of wine and commemorative T-shirts, our thanks to them for their hospitality and generosity. Maybe next year we should enter a TOC team in the competition!

Sam Wells ■



Annual National Rally

11, 12, 13 June 1993

Sleningford Water Mill

nr Ripon, North Yorkshire

Located on the banks of the River Ure in the heart of the North Yorkshire countryside, the rally site is annexed to the fully equipped camping and caravan park at Sleningford Water Mill

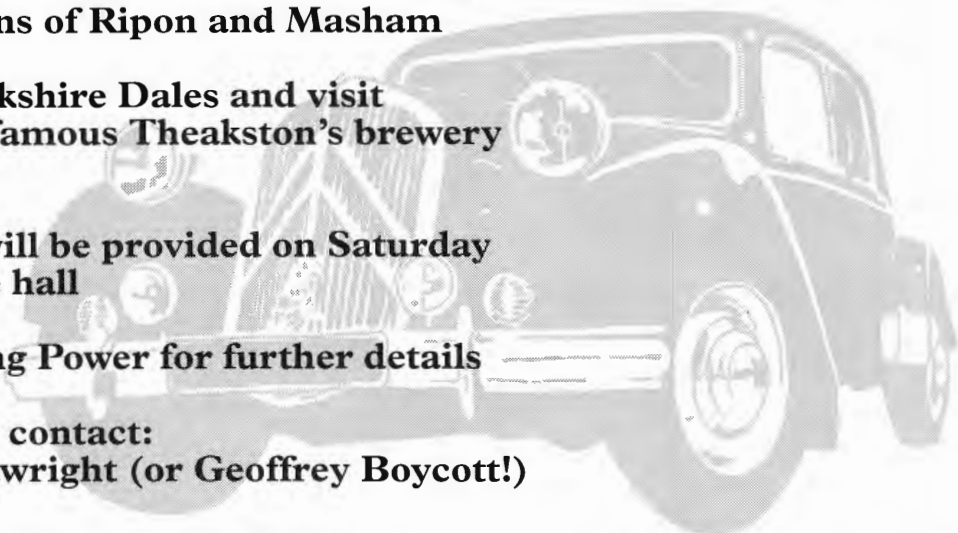
Hotel and Bed&Breakfast accommodation is available in the historic market towns of Ripon and Masham

Discover the beautiful Yorkshire Dales and visit Fountains Abbey and the famous Theakston's brewery at Masham

Food and entertainment will be provided on Saturday evening in the local village hall

see future issues of Floating Power for further details

for up to date information contact:
Lynn Clarke or Andy Cartwright (or Geoffrey Boycott!)
on 0532 561286



THERE'S TROUBLE AT MILL!

...or there will be if YOU don't turn up

SPECIAL TICKET OFFER

**BBC 'TOP GEAR'
CLASSIC & SPORTSCAR SHOW
NEC BIRMINGHAM
1-3 May 1993**

As in previous years, the organisers would like to offer TOC members the chance to purchase tickets at discounted prices

Adult	Club price £6.50	Normal price £7.50
Child/OAP	Club price £4.00	Normal price £5.00
Family ticket*	£17.00 (not available 'on the day')	

please make cheques payable to BBC Haymarket Exhibitions Ltd (noting TOC membership) and send with a stamped addressed envelope to:
BBC Haymarket Exhibitions Ltd, 60 Waldegrave Road
Teddington, Middlesex TW11 8LG

*Family is defined as 2 adults with 2 children aged 5-14 inclusive



HELPLINE

0425 74476
(24hr answerphone)

When phoning please give:
1) Your name
2) Your phone number
3) Reason for calling

National and International Events

March 6/7

The Practical Classics Car Show Earls Court London

TOC will be present, and the London section members are currently busy planning the stand layout. It has been confirmed that Classic Restorations will be on the adjacent stand.

We understand that during the weekend a famous French detective will be present on the stand for a short time. Show theme, 'Motoring Milestones', should certainly qualify us to have more than a little prominence. As this is the first time for some years that a major show organiser has been able to give us a venue in Central London, and as a leading Classic Car Club, let's give the show our maximum support.

May 1 - 3

BBC Top Gear Classic & Sportscar Show NEC Birmingham

The Club will be well represented at this important show, with members of the Midlands Section organising our stand. There is bound to be plenty of media coverage as, for the first time, the BBC's popular motoring programme 'Top Gear' is jointly promoting the show. Volunteers will of course be welcome to help with the running of the stand, you never know, you could end up being interviewed by Jeremy Clarkson!

During the course of the show, cars on the Haynes Run will pay a flying visit. For details of special ticket offer, see opposite page

May 9

1993 Colchester Classic Vehicle Show

Always a good day out for the whole family.

As in past years we hope to have a joint TOC/CCC stand, further details from the Editor

May 20 - 23

4th Tour of Belgium

Celebrating the 21st anniversary of the C.B.A.C. (Club Belge des Anciennes Citroëns).

The tour will be centred on Namur. From the experiences of those who attended the first three tours, this will be a first class event and certainly one not to be missed.

For further information, application forms etc., please phone the Helpline.

Let's reciprocate their splendid support of Kentwell '92 with more Brits than Belgians!

June 11 - 13

TOC Annual National Rally Sleningford Water Mill, nr Ripon, Nth Yorkshire

This is it, the weekend you've all been waiting for. Set to eclipse Kentwell '92, this year's rally hopes to attract record numbers of Tractions, make sure you are there!

Details from organisers Lynn Clarke and Andy Cartwright on 0532 561286

July 14 - 17

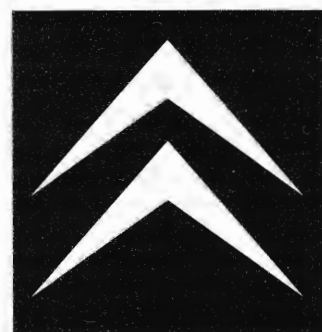
Tour of Brittany

Although Patrice Crusson, the organiser for many years, is standing down, we can expect this tour to be as good as usual, so let as many as possible give it support. As we have good advance notice of the tour dates, let's make it a bumper year and have more cars than our Breton friends. We understand that the cost, (in FF), will be much as before.

More details as soon as available, but book your place now by phoning the Helpline

Should anyone be interested in entering the Haynes Run, or be willing to offer their services at any of the events, please ring the Helpline, 0425 74476.

Stan Barker is sitting next to the phone waiting for your call right now!



IMPORTANT NOTICE REGARDING SUBSCRIPTIONS

AS MENTIONED in the last issue, a strict policy on membership subscriptions will be introduced with the start of the next Club year, 31st March 1993.

Subscription payments are due ON that date, and the time allowed for late payment will be two months. So if you fail to receive the July magazine, you know the reason why!

We all realise that money is tight and that our memories "aren't always what they should be", but prompt payment of subs eases the administrative burden considerably and aids the Club in its funding for the following year.

Peter Riggs, the membership secretary, will be pleased to answer any query regarding subscriptions. Thank you.

MoT Time?

AS YOU may or may not be aware, new MoT regulations come into force this year. It should be noted that the new MoT is not anti classic car, its aim, which surely we all support, is to keep dangerous and poorly maintained vehicles off the road. How will this affect our cars?

As of 1.1.93 additional items are:

Body condition

Sharp edges or protrusions caused by corrosion or damage.

Body security

All cars with separate chassis will be checked for body or chassis damage and corrosion. (Not a problem for Tractions!)

Windscreens

Driver's vision must not be impaired (only the area swept by the wipers is included). A 29cm wide band centred on the steering column must have no damage greater than a 10mm circle and no stickers protruding over 10mm. The remaining area must have no damage or stickers greater than a 40mm circle (excepting official ones that don't restrict the driver's view).

Registration plates

Must be secure, complete and legible with correct spacing. Chassis numbers must be displayed and legible.

Numberplate lamp

All bulbs must work.

Seat security

Front seats must be securely mounted and backrests must secure in an upright position (except where original design does not allow for this).

Doors

All doors must latch securely closed. Front doors must be openable from both inside and out (unless original design has no external handles).

Load security

Bootlids etc must latch securely closed

Diesel emissions

Will be checked stringently

Mirrors

All cars must have at least one rear view mirror in good condition (interior mirror is sufficient). Post 1.8.78 cars must have two.

Rear fog lamps

Post 1.8.80 cars must have at least one in good working condition with a dashboard warning light.

Fuel system

The whole system must be secure and free from leaks. Filler cap must seal properly.

Hazard warning lamps

Post 1.4.86 cars must have these fitted and working with warning light.

If fog lamps or hazard warning lamps are fitted to earlier cars, they must comply.

Amicale Citroën International

SINCE its launch in 1990 there have been many meetings and much talk about A.C.I. and its functions. December 1992 saw a plan of action formulated.

The main aim of Amicale Citroën International is to spread information between clubs for the benefit of all members. This will be achieved through:

- 1) a newsletter which it is hoped to circulate to clubs quarterly. The content of the newsletter and the success of A.C.I. depends wholly on the accuracy of the information received, input from members via the club is encouraged.
- 2) a calendar of events so that members of Citroën Clubs are able to participate in each others events, and thus reducing the risk of dates clashing with other meetings.
- 3) a list of remanufactured parts which are no longer available from Citroën but which be obtained from participating Citroën Clubs.

Comments are invited on the TOC's involvement in the A.C.I.

Mutual Aid

WILL benefit everyone - fact!

As David Gardner mentioned in the last issue, the Club intends to relaunch the Mutual Aid scheme.

This will operate through a network of members countrywide who are willing to offer assistance to other Tractionists in times of trouble.

Whilst the long term aim may be to supply help points with tools and spares, right now your sympathetic ear is all that is required.

Please send your details to the Editor so we can put the scheme into effect as soon as possible.

Anything to declare?

THINKING of bringing a car back from France along with your wine and Gauloises?

As of 1.1.93, free movement of goods within the European Community means that provided all taxes due in the country of origin have been paid, you no longer have to pay import duty or VAT. Abolition of car tax - no car tax to pay, (although this wasn't payable on cars over 20 years old anyway).

So, you no longer are required to declare the vehicle at point of import, (however it may be prudent to do so until everyone is absolutely clear on the procedural changes that have taken place).

The following applies with regard to vehicle registration in the UK:

Your LVLO (local vehicle licencing office) may require a statement from the Customs and Exise confirming that the vehicle is customs cleared. This can be obtained from Customs & Exise easily enough provided you have the correct documentation, i.e.

Carte de Gris (French registration document), and a bill of sale.

Thanks to the Customs & Exise office at Ipswich for this information.

.....in brief

■MAIGRET returns. Michael Gambon lights up and drives around in hot pursuit of some more nasty characters (he would have had a right result had he gatecrashed the last committee meeting!). A new series has recently been filmed by Granada TV for screening in the Spring. Once again Budapest was used for location shots, better resembling 1950s Paris than Paris. Meet the man himself on the TOC stand at the Practical Classics Show, Earls Court

■PATRICE Crusson steps down as President of the Club des Tractions d'Illes et Vilaines in Brittany. 'Pastis Croissant' has made many friends throughout the Traction world especially over here, we wish him well.

■POPULAR Classics magazine Feb '93 features a three page article on the Maigret Traction relationship, including an interview with Rupert Davies' son, Tim.

■SCRAPYARDS throughout Europe may be forced out of business with the introduction of some new EC legislation. The new laws, which come into force in April, are aimed at tightening the current Control of Pollution Act. Yards will now be required to provide a hardstanding for dismantling vehicles, to stack cars lower and take measures to dispose of all vehicle fluids properly. The last point may force yard owners to destroy some cars rather than spend time removing the fluids. So get 'em while you can!

■'FANGIO', a rare opportunity to see this unique film about his life on March 6 & 13 at the National Motor Museum, Beaulieu. Tickets £5.00 available in advance only. Please phone for details 0590 612345

Dear Mr Starke,

Congratulations on the poisoned chalice of the Traction editorship being passed to you. I have been a member for some years, though involved in a rebuild rather than in social activities for which I have no great taste. I had meant to write to David Gardner about 'Floating Power', but have done so to you instead, with what I feel about the magazine. My 'qualifications' for doing so are the last twelve years as a classic vehicle journalist for both English and French publications and being a club editor.

Frankly, the magazine contains too much white paper. Pages 2 and 3 of Nov' 92 could have been contained in less than one page. Too much of the magazine consists of re-cycled material. The contents of pages 10 and 11, for instance, if of any value to a club concerned with numbers of cars imported from France, must already be known to possessors of an AA book. No less than four of the remaining pages are of the 'how we drove from A to B' variety. The FP has style in spades but no substance, very little to assist the owner of a forty year old motor car. My FPs remain in a pile in a cupboard, not re-read, not referred to.

It is, in my opinion, better to have a cyclostyled sheet full of useful material than a nicely presented cover with nothing in between. Better still to have the style and the content, surely?

The 'Moultoneer', the journal of the Moulton Bicycle Club, is a model for others in this respect.

Yours sincerely

Robert Cordon Champ

Some straight talking there from Bob Cordon Champ, which gives me the opportunity to state my views on the future of both FP and the club.

As the voice and sounding board of the TOC membership, Floating Power aims primarily to inform and entertain, taking account of the needs of a diverse readership and that to some, FP is their only contact with the club.

We are of course all individuals, albeit with a common bond, and with people joining for a variety of reasons, there can be no such thing as a typical member.

Assumptions should never be made of the readers, other than perhaps an interest in older Citroëns and a desire to see the club flourish. Surely the only 'qualification' for contributing to this magazine is that very same interest and desire. We certainly should not assume that everyone is a long standing member, with a good understanding of the car. Let's not forget that knowledge has to be acquired. None of us were born saying "Taper-fit driveshaft"!

On the subject of content, I do feel that we get the magazine (and the club) we deserve, and that whilst it would be naïve of me to expect everyone to contribute regularly to FP, I am sure members could be more forthcoming with material. If nothing gets sent in, nothing gets published. Quantity, quality and diversity of material will ensure that FP continues to be a publication that we all look forward to receiving. However, I do see my job as one of persuading rather than chastising, so please don't worry about size! Articles don't have to

be ten pages long with an accompanying video (now there's a thought!) describing a full 'nut and bolt' restoration: if something is of interest to you, the chances are it is of interest to others as well.

There is absolutely no reason why worthwhile material cannot be coupled with a definitive style. Indeed, the 'look and feel' of a well balanced magazine aids the reader to absorb and appreciate its contents. As I mentioned earlier, FP should be informative and entertaining, but a poorly designed magazine will inevitably fail to be either.

*We should all work towards the common goal of encouraging more people to join, making the TOC an outstanding club with a magazine that **all** enthusiasts will want to receive.*

Comments and suggestions on all aspects of 'Floating Power' are welcomed by an already overworked editor!

Dear John,

Following our phone conversation of this evening, please find enclosed some words and pictures on our 2,500 mile raid. For infusion into the pages of Floating Power at your discretion!

For your information regarding the Departement of Lot, we did not do much exploring, we were mainly eating, sleeping and looking for torsion bars or mending the car, so our knowledge of Lot is limited, first impression is the people are very friendly, there are loads of British residents. Here are some contacts which may help.

Hazel Gould, she is opening a camp site for 93 near Aujols, take the Flaujac / Poujols road out of Aujols, then take first left, its the first place you come to.

Auberger du Mesnil, copy brochure enclosed.

Garage Moles at Arcambal, this is the man who was such a great help to us.

Also at Arcambal a great little Relais, one lunch time there was just us and the local Gendarmerie, great food very cheap.

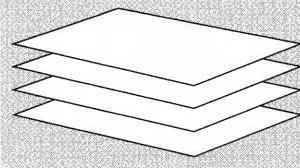
We loved our short stay, and we want to go back when we have saved up enough!

John Worthing

Thanks for the information John, anyone travelling to the Lot may find this useful. Read John's article in the next issue to find out why he needed to find a helpful garage proprietor in the first place!

Please send all letters to the Editor:

John Starke
The Cottage
Harts Lane
Ardleigh
nr Colchester
Essex CO7 7QE
Tel 0206 231241
Fax 0206 230546



Dear John,

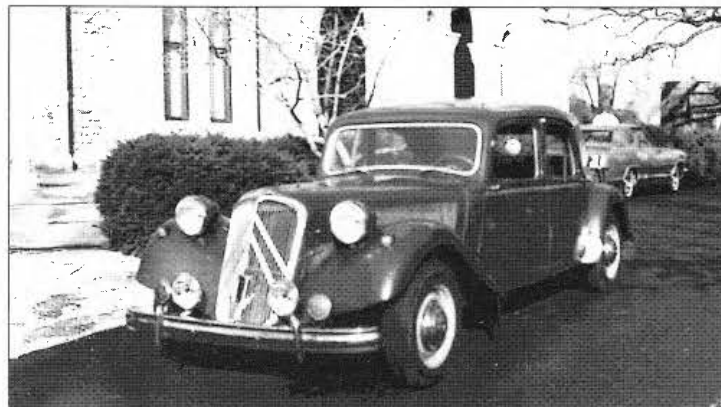
Welcome to the magazine.

Further to Richard Hooley's interesting article in the last magazine, I am pleased to advise him that the 11B featured is still happily running and in regular use in West London. Unfortunately I cannot throw any light on the magazine the feature appeared in, since it preceded the current owners acquisition in the mid '70s. I enclose a recent (1984!) photo of the car which came with us to Paris for the 50th Anniversary celebrations.

I have to admit to being responsible for the Slough Lt 15 which you mention the Sunday Express recently featured in its magazine. They approached me at short notice to assist Oxfam by providing a 1940s car as a prop for Ulrika Jonsson. It is fortunate that Tractions, and fashion go hand in hand as it enables us to regularly enjoy seeing our cars in print in beautiful settings.

Regards
John Gillard

In the absence of the John's aforementioned photo, this will have to suffice.



David Allen's other 15/6

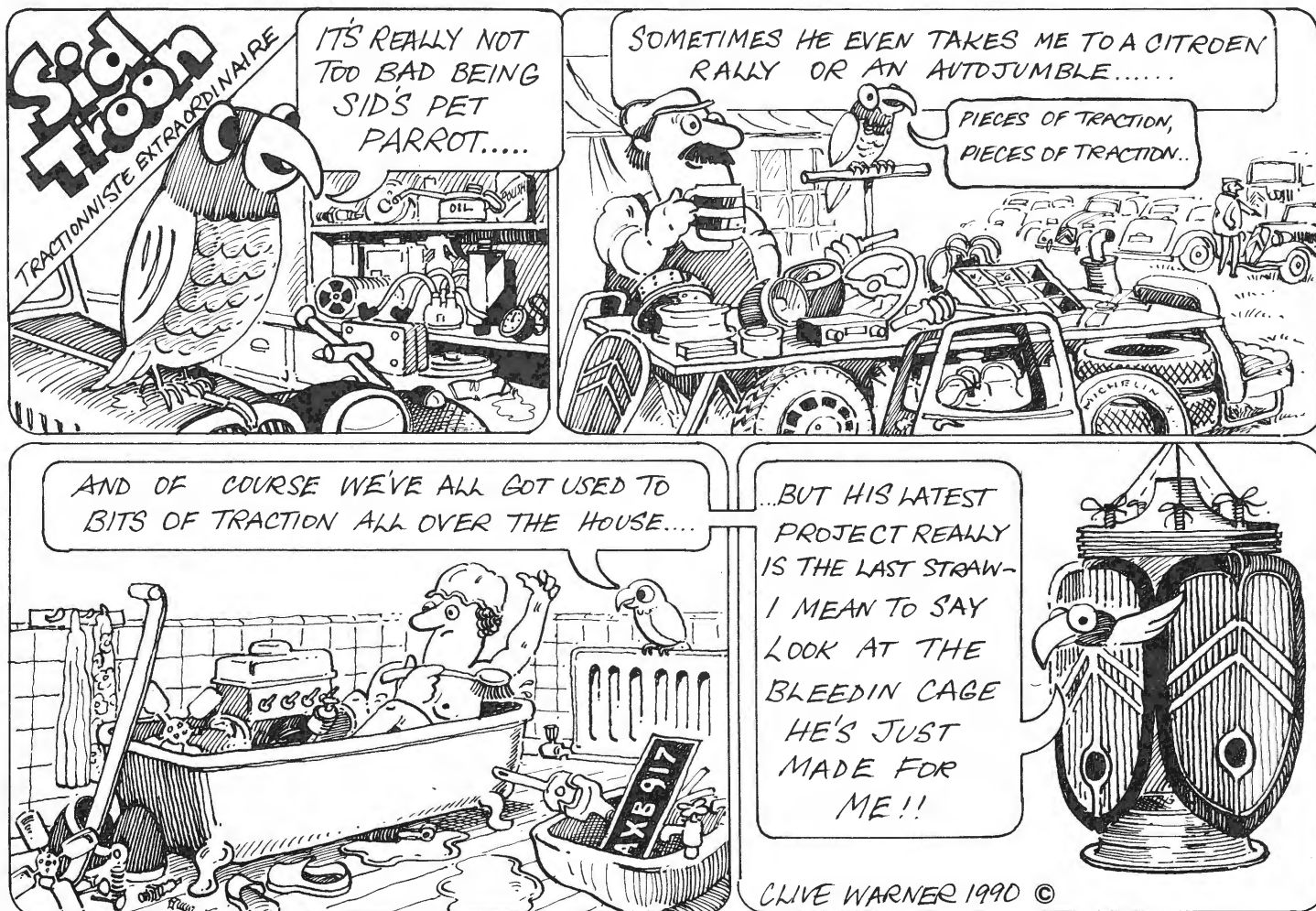
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	adults (M, L, XL, XXL)	£14.00	Brooklands Gold Portfolio	£9.50	
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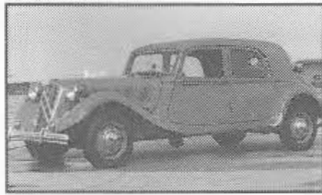
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1) 1955 LHD 8,687 actual original kms. This car was in a museum. It is superb. (pictured below)
Offers please.



2) 1955 LHD, 104,000 kms. Very nice, complete, original paint, re-upholstered once. This car I would like to trade for one of the following:
15/6 small boot or an 11BL small boot both in excellent restored condition, I would prefer a Slough car ideally with 4 speed gearbox. Please make all offers and proposals to:
David Allen,
Citroën Enthusiast, USA
by fax on
010 1 404 945 8348

Wanted

Slough front seat (single, not bench). Condition immaterial
Tel Brian Bellingham
021 520 1177 day
0785 840147 evening

For Sale

15/6 French small boot 1951
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Marcus Lasance
0206 230109

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Please phone for further details
Derek Fisher 0225 429533

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0204 493299

Wanted

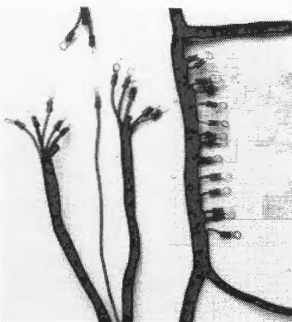
Has anyone out there got a nice small boot normale they can sell me? Having recently sold my Lt 15 (hello Dick, how's the indicator switch?) I'm already suffering severe withdrawal symptoms.
HELP!
Tel John Starke
0206 231241

Four speed conversions

contact Roger Williams
0482 881220

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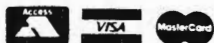


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