



***Floating
Power***

april
ninety
three

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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 EIGHTEEN ISSUE ONE **april**
ninety
three

As you may have already noticed, this issue is dated April, which seems sensible to me as it coincides with the start of the club year. The intention is to conclude with February, publishing six issues per year.

Starting a new club year, and with thoughts turning towards the occupant of the garage, hopefully this issue has something for everyone.

The Events page is rapidly filling up with a diverse range of events both here and sur la continent! Hopefully most of us will find time and resources to enjoy at least one of them.

Included with this issue are two important inserts: first the subscription renewal form which includes a section on your vehicle details; please take the time to complete this in full to enable the club to produce a vehicle register; and secondly a booking form for the Annual Rally. Lynn, Andy and co. are working hard to make this year's rally the best yet — so be there, or be square!

The article on rallying Aussie style from Annie Walters hopefully will spur on more of our overseas friends to send more stuff.

For those of you looking for something slightly different to do in a couple of weeks time, check the Lightwater Valley event later this month, I'll say no more!

Next issue includes news of Irish built Tractions, Malcolm Bobbitt researching a missing omnibus and more technical information.

The deadline for contributions to the next issue is 17 May — SO DO IT NOW!
Be seeing you!

John Starke

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cover picture by Guy Griffiths
(see toctalk)

As it is impractical for us to verify the accuracy of information and advice given in this magazine, neither the Traction Owners' Club nor officers and members thereof selecting or contributing any material, accept any liability for any error, omission or inaccuracy therein.

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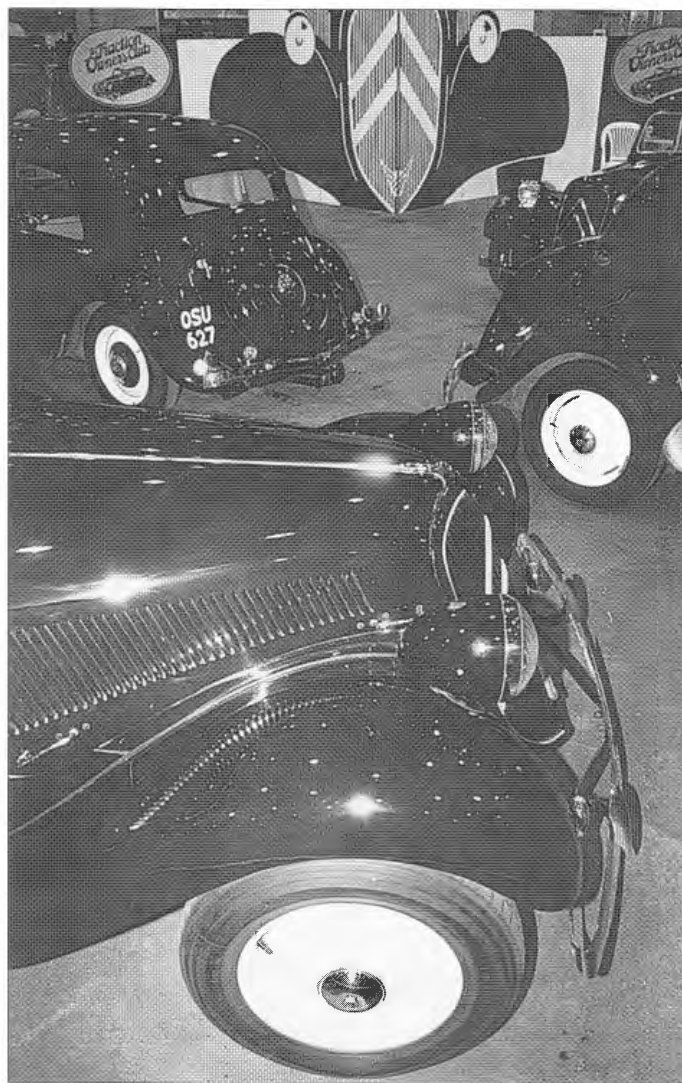
TRACTIONS STAR AT EARLS COURT

TRACTION AVANTS took centre stage at Earls Court last month when the TOC and specialists Classic Restorations both presented striking and highly professional stands at the Practical Classics Show.

The weekend was a great success, due in no small part to the London Section, Peter Simper, Alec Bilney, John Cresswell et al, who designed and built a truly dramatic stand. The four black French cars on display were set off by a huge backdrop depicting a stylised front view of a Traction. Visible from virtually anywhere in the hall, this prompted many visitors to investigate further, and resulted in much praise, with the organisers heralding our stand as the best at the show.

With people from all over Europe enjoying the exhibits, there was quite a cosmopolitan feel to the show, and a few of these European visitors actually joined our ranks right there and then.

Oxford member and TV celebrity Chris Goffey (BBC Top Gear) was in attendance on the Sunday to help promote the club. Thanks must also go to John Gillard and his crew for their display which centred on a pre-war drive train, rebuilt in record time just for the show! Having a major Traction restorer on an adjacent stand made a lot of sense and added impact as the two stands complimented each other perfectly.



Next ICCCR in France

AT the latest meeting in Paris of Amicale Citroën International various topics were discussed including the co-ordination of events and parts availability. A worldwide club events calendar is being compiled from information received. Our very own Bernie Shaw is Parts Co-ordinator. Wouter Jansen from the T.A.N. (Dutch Traction Club) is currently working with well known French author Fabien Sabates on the book of the 9th ICCCR which took place last September in Denmark. A committee has been formed to organise the 10th ICCCR which is expected to be in Burgundy during the third weekend in August 1995

MoT Allowances

FOLLOWING the article on new MoT legislation in the last FP, readers may be interested to know that your friendly local MoT man may not have to fail your car after all. The Federation of British Historic Vehicle Clubs report in their latest bulletin that considerable allowances can and should be given to the 'older' vehicle, especially where original design does not strictly conform to current requirements. For example, freeplay in steering when the steering wheel is over 380mm in diameter. More info will appear in the future.

Top Gear Show

MIDLANDS stalwart and 'Six' fanatic Steve Southgate is currently organising the TOC stand at the forthcoming BBC Top Gear Classic Car Show.

Steve says: "Local members are helping to design and build the stand which will recreate a period street scene, with a café, garage and even a guest appearance of Barry Longden's giant organ!"

The result should be really dramatic and has every possibility of being the talk of the show.

Tickets are available at special rates for club members, see page seven for details.

Sticky on my Traction

WIN a prize by designing a windscreen sticker incorporating the club logo and helpline number (0425 74476).

It's a mystery what the prize will be, but all those admirers with a desire to find out more about the club will be able to do so, thanks to YOUR sticker!

Also how about some ideas for a new range of posters and tee shirts?

Tractionistes do it with style!

Tractionistes do it en avant!

Tractionistes do it at three speeds!

Tractionistes don't have the time to do it!!!

.....in brief

■YOUR CLASSIC magazine next month (May) will feature the TOC as its spotlight club in the Club News section.

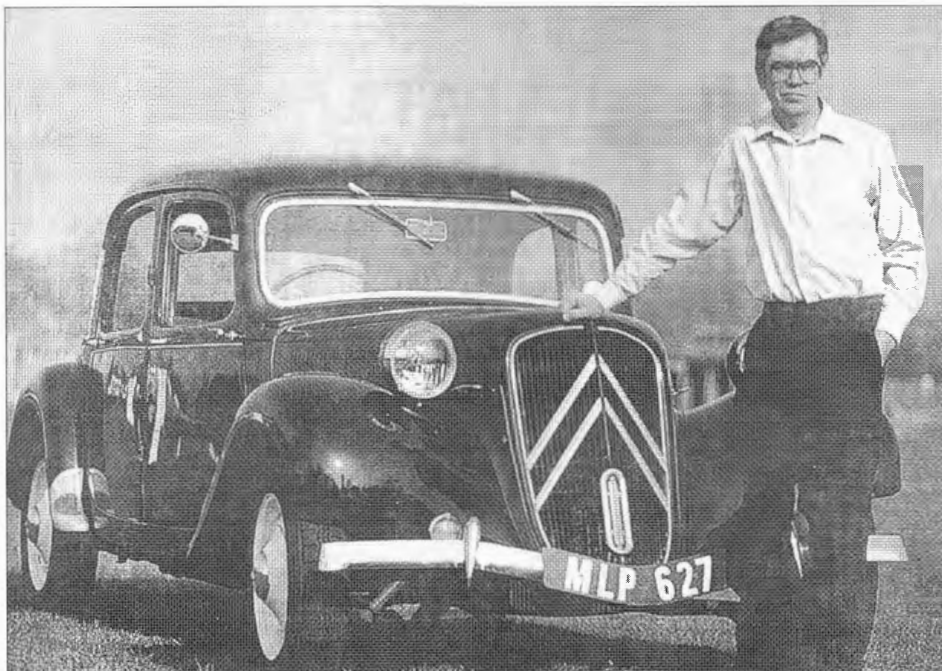
■IF YOU saw "Drop the Dead Donkey" (Channel 4, Feb 11, 1993 10pm) then you probably noticed a Traction news story running on a monitor in the newsroom. The line-up of cars seemed impressive and maybe someone knows when and where it was filmed.

■THANK YOU to Norman Lamont for increasing the cost of running a classic car, drinking wine, heating your home. All the more reason to move south and give the French government your taxes!

■SO FAR four brave volunteers have stepped forward for Mutual Aid duty: Steve Southgate, David Boyd, John Starke and Bruno Choquel offering assistance; Bruno from his home near Creil some 50kms north of Paris.

So come on, don't rely on someone else, you never know when **you** might need some help!

Hopefully we can publish a full list next issue, prior to the Annual and other rallies.



'A Thing of Power and Beauty' – well the car anyway!

Simply Sophisticated

PETER SIMPER starred alongside his 1951 Normale in a recent Daily Telegraph classic car feature.

Motoring correspondent Eric Bailey collared Peter during last month's show at Earls Court. Never one to miss a 'photo opportunity', especially when one of his cars is involved, Peter also gave a potted history of the Traction's development and his personal reasons for liking the car.

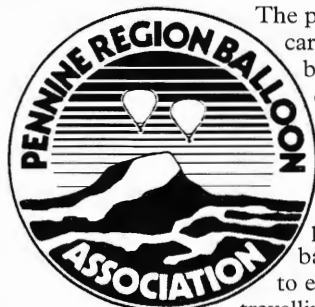
With references to André Citroën's manufacture of steering gear for the ill-fated Titanic, and the hiring of a 7ft tall Polish Count for early Traction publicity shots, the article had a touch of humour.

The result was a light but nonetheless concise and enjoyable feature.

Up, Up and Away!

EVER fancied trying a different sort of Floating Power? Quiet, calm, serene, elegant – avoiding traffic jams and juggernauts - noise and pollution.

The Pennine Region Balloon Association has invited members of the TOC to enjoy a weekend of alternative travel. The meeting on April 24/25, will take place at Lightwater Valley near Ripon, North Yorkshire.



The plan is to pair cars with balloons enabling tractionistes to experience high rise floating power and balloon pilots to enjoy travelling with style

at ground level.

The entry fee is £10 per vehicle/balloon. Contact details can be found on the events page.

Cover Story

THIS ISSUE'S cover picture is of a specially-converted 1938 Light 15, on the road in 1949, owned by Guy Griffiths.

A lifetime Citroën enthusiast, Guy Griffiths' motor photography has been described as 'the best there is'. Diane Hasnip met the man behind the lens recently for Citroën Frontlines magazine; the following is an extract from her article.

Stirling Moss called him "the outstanding motoring photographer of his day" and Motor Sport magazine recently described his work as "the best there is"

Guy Griffiths first used a Citroën regularly after the second world war. Motor racing was growing in popularity and, all over the country, circuits such as Silverstone, Goodwood and Castle Combe were opening up. Almost every weekend there was a meeting and Guy would be there to record it, driving to the track and sometimes sleeping there in his specially converted 1938 Light 15.

"This was a cult car at the time," he explains, pulling a photograph from the files in his office. "It was a landmark in engineering, with rack and pinion steering and superb handling. I got parts from the French firm which made the DB Special models for Le Mans, and so it was quite potent. It was also comfortable to sleep in; the front wheel drive meant the floor was completely flat and you turn the cushions over to make it into a six foot bed!"

Temporary ill-health stopped him taking racing pictures for some years, but his portfolio is an extraordinary library containing over 150,000 images. He has recently made some of this unique collection available to the public for the first time as postcards and prints.

A catalogue of Guy Griffiths' work is now available from Axfords of Brighton, 0273 327944

Our thanks to Guy Griffiths, Diane Hasnip and Citroën Frontlines magazine.

Top Ten Breakdowns

SIMPLE, maintenance-related failures were the top 10 reasons for drivers calling out the AA in 1992. Number one by a wide margin with nearly fifteen per cent of all call-outs was a flat battery, often caused by leaving lights on.

Carburation problems came second causing 6.1 per cent of all call-outs, a dodgy distributor was the fourth most common fault at 4.35 per cent.

Remainder of the 'Top Ten' included starter or solenoid problems, difficulty changing a wheel, and keys locked in the car!

Of the 4.8 million breakdowns attended by the AA in 1992, over half were caused by some sort of electrical fault.

So if you want to keep your car off the recovery vehicle, service your car regularly and check the electrics. Check out techtorque for advice on fusing your traction.

section scene

PEAK SECTION

THE Peak Section started in May '92 and is still going strong!

We meet at midday on the first Sunday of the month at The Bull I' Th' Thorn pub which is six miles south of Buxton on the A515 towards Ashbourne. We regularly get in excess of twenty people at the meetings where we try to organise something such as a quiz involving both adults and children.

In the summer we will hold another Boules Knockout to see if we can displace the current champion Geoff Alton.

Forthcoming attractions include:

April 4 Traction (Beetle) Drive
June 6 Treasure Hunt
August 1 Boules Knockout
Dec 5 Xmas meal

We also hope to have another trip to the National Tram Museum at Crich which was a good day out last year.

So, if you live within travelling distance of Buxton or visiting the area, do join us. Bev & John Oates 0298 78473

NORTHERN SECTION

ALL TOC members living in the North of England are cordially invited to our informal monthly get-together.

This is an evening pub meeting, on the first Thursday of the month, at 8pm. So come along for a drink and a chat, bring your photos, ideas for outings, visits etc. Venue: New Inn, South View Road, East Bierley, nr Bradford, West Yorkshire.

Anyone wishing to contact other Northern members but unable to make it to the regular meetings, please contact: Jim or Liz Rogers 0274 545600

The time is now coming for the majority of Tractions to come out of hibernation. Storage for a few months in a cold garage can create problems. One of these is the 'sticking' of the clutch, ie when the clutch pedal is fully depressed the clutch plate does not separate and the car is then stuck in gear. This is because the friction plate has become stuck to the flywheel and the pressure plate.

Around Christmas time there were a series of really cold snaps broken up by almost Spring-like warm days. Perfect conditions for condensation which can rust the friction plate to the flywheel and the pressure plate. The same problems can occur at any time by a leaking water pump or radiator if the water is allowed to get to the friction plate area. (also rotting the thrust bearing)

Do not underestimate the strength of the bond of the rust. In some cases it is so strong that the gearbox/bellhousing has to be removed and the pressure plate separated from the flywheel by a hammer and suitable drift. However, in most cases the bond can be broken by the following procedure:

Make sure you have plenty of space in front of the car!

Depress clutch pedal.

Engage first gear.

Keep clutch pedal depressed.

Start the engine. As the engine turns the car will move forward (kangaroo). With the clutch pedal still fully depressed and when a reasonable speed, say 10 - 15 mph, has been reached, hit the brake pedal hard and then release it immediately.

As you still have your foot on the clutch pedal, a successful operation will result in a momentary dramatic increase in engine revs and slowing of the car's forward motion as the load is decreased by the freeing of the clutch.

You can now stop the car.

The theory is that the momentum of the engine/flywheel will be stronger than the bond of the stuck friction plate which will be slowed by the sharp braking. Bearing in mind the fragile nature of the Traction gearbox this operation has to be undertaken with some care. If the bond is not broken after three or four attempts you will probably have to remove the gearbox/bellhousing.

Citroën recognised this problem and on the later cars fitted a device to the clutch pedal which allowed it to be held down, thus separating the plates, if the car was to be laid up for any length of time.

The brake shoes can also get firmly stuck to the brake drums, particularly if they are poorly adjusted ie almost touching along their whole length. If the car is to stand for

any length of time, particularly in a cold damp garage, it is advisable to slacken off the snail cam adjusters to give the maximum clearance between the shoes and the drum. Never leave a car standing for any length of time with the handbrake on.

IMPORTANT NOTE:

Although this procedure is acknowledged practise for curing this problem, I must emphasise the point about the weakness of the gearbox, and the care needed in performing this operation.

Roger Williams ■

ALL STUCK UP?

Roger Williams tackles the perennial problem of sticking clutches



"Which bit can I hit, daddy?"

inCOMMITTEE

Martin Nicholson taps the microphone and burns out a few keyboards to report on 'points of order' and the like...

I must admit that I have missed one or two Committee meetings over the last several months and have not, therefore, been able personally to record the Committee Minutes. Anyway my thanks to Roger Dyer, our Chairman, for filling in.

Again it's not that I had forgotten 'IN COMMITTEE', Heaven forbid!, but it did take a comment from one of the members to drag me back to the keyboard. (You guessed, it was the Editor!)

Keen followers of 'Floating Power' will have worked out how many months are missing, but let's just say that we're now covering the last few months.

TREASURER - As regards the Club's finances, at the last count we had £11001.54 in the Building Society (Spares account) and £3480.21 in the current account. The Club's new Auditors are Messrs. Spencer Taylor of Wincanton. The Direct Debit system is now 'in hand' and details will be available shortly in F.P.

EDITOR - Dave Gardner has handed over to John Starke and the Committee thanked Dave for his sterling efforts over the last few years. John will have, by the time you read this, produced his second magazine, as issue two is due in April.

A watchful eye is being kept on the costs of the magazine, in the interests of all Club members.

We have taken legal advice on the number and content of the 'disclaimers' used in F.P., and revised versions appear in this issue.

John also mentioned that he is still awaiting 'a couple of lines' on all Committee members AND Area Reps, so that you, dear reader, will know a bit more about who you elected.

We understand John has some innovations up his sleeve for F.P., but I'll let him tell you about those himself!

SOCIAL CALENDAR - Stan Barker, 'Mr Helpline', covers the Calendar in detail every meeting, but as every issue of F.P. also covers it in detail, I won't duplicate things here.

OH! EXCEPT DON'T FORGET THE ANNUAL RALLY ON JUNE 12/13 AT SLENINGFORD WATER MILL, near Ripon in Yorkshire.

MEMBERSHIP SEC - Peter Riggs reported that the membership stands at 429. We have had problems with 'period of grace' on membership in the past but Peter is tightening this up and details will appear in F.P. If in future you don't appear to have received F.P. it may mean that you haven't paid your subs!

Once again requests have been received for membership lists. Once again it was confirmed that membership lists will only be issued to Committee Members and Area Reps.

SPARES - Dennis Ryland will be preparing a new spares price list, but he reported great difficulty in keeping up to date with prices particularly with items that come from abroad.

Dennis also complained about bad

payers. The Committee will discuss this in detail at a future meeting, but in the meantime, if you are one of the above mentioned, grab your chequebook now before further action is taken!

We are looking at the use of credit cards which could solve the 'bad debt' problem, but might mean a price revision to cover the charges.

There appears to be a liaison problem between the Committee and Roger Williams and Derek Fisher, on the subject of Crown Wheel and Pinions. Hopefully this will have been sorted out by the time you read this, but just to set the record straight, Roger and Derek are organising the manufacture of the CW & Ps, and interested members should see Derek's advert in F.P. However, to be equally fair, Dennis Ryland still has one or two sets left of the first batch supplied to the Club by Roger and Derek. Price at present is the same from either party. Maybe by the next 'In Committee', things will be a bit clearer!

Dennis has had a request from the TOC of New Zealand to supply them with spares (and to think Dennis and Maureen took on the Spares to while away the long winter evenings!).

AOB - Marcus Lasance has now taken over Membership Records from Roger Waters, (as opposed to Peter Riggs who is Membership Secretary) allowing Roger more time to assist Dennis Ryland with Spares Records. Marcus will also be endeavouring to produce, with YOUR assistance, dear reader, a Car Owners' Register. (See your subscription form.)

Bernie Shaw is representing the TOC within 'Amicale'. Maybe the Ed could persuade him to write a few lines?

Well, once more playmates, that's about it for now, I'll try to keep you in touch next time!

In the meantime Happy Tractionning!

PS. Dennis Ryland recently had a request for the supply of NEW brakedrums, NEW doors and NEW wings. It is probably worthwhile setting the record straight on spares:

At the present time items such as the above, together with what you might call general suspension parts or perhaps cast or pressed parts, such as wishbones, engine cradles, rear axle assemblies, torsion bars and the like are not manufactured because there are plenty of reasonable secondhand ones around, at the moment.

As regards body panels, floor pans, boot floors, sills, door skins, front horns, front scuttles and surrounds and the like, these are all available, (see the various adverts in this magazine, without mentioning any names!)

Back to new wings, these will probably be one of the first items where secondhand spares are likely to disappear. The cost of producing these in steel is enormous, considering the variations required. No-one has thought seriously about it at present, so one for the future perhaps?, but certainly outside the coffers of the TOC. (Glassfibre wings are of course available now).

Martin Nicholson

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 or phone ticket hotline on 021 780 4133

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

techTORQUE2

David Counce looks at the perils of French wiring, and adds a few few tips for avoiding disaster

AS a relatively new recruit to the 'inner sanctum' of Traction Enthusiasts (ie an owner) it was with a certain amount of dismay (nay horror) to discover that the car I had been smitten with for some thirty years – substantially because of its technical innovation, featured limited or non-existent electrical protection! Admittedly when first launched, most cars featured fairly crude six volt electrical arrangements, nevertheless I would have thought that some advance would have been over the period 1934-57; alas the situation seems to be akin to that concerning the crown wheels! The absence of all-important protective devices became apparent within half an hour of owning my car. I was appalled to note smoke pouring out from under the dashboard. The fault was eventually traced to the clock adjuster, this had chafed through the live feed on the petrol gauge (yes cars do contain petrol – sometimes) and shorted it to earth.

The foregoing debacle not only re-scheduled a job I already planned as part of a total rebuild, but also highlighted a matter which should be of growing concern as our cars become older. The wiring materials contained in the original loom are not only subject to flexing and chafing (thanks to floating power) but comprise inflammable materials which harden, crack and perish with age. Even if this were not the case, a front or rear end minor shunt could easily short a shattered bulb and thus lead to total loss of the car – whether the loom was new or not. Steve Reed's remarks (FP July 92) and the appearance of John Gillard's advert (FP Feb 93) are thus worthy of note.

For those readers who are unfamiliar with the mysteries of electricity, it may help if they regard its behaviour in a similar context to say water or air

ie	volts	=	pressure
	amps	=	volume
	watts	=	capacity/requirements
	fuses	=	filters.

Thus the 25000 or so volts utilised in the high tension ignition circuit could be conducted by a human hair and does not kill – because the amperage (volume) is minimal. However, the pressure (voltage) permits it to pass through very fine wires and indeed jump considerable distances. In the instance of the French six volt cars the amperage has to be twice that found in twelve volt circuitry in order to achieve similar results, and as the pressure is lower, wires have to be thicker to permit it to pass with ease. It is for the foregoing reasons that contacts and earthing arrangements on

the six volt cars have to be well maintained – circuits which would probably operate satisfactorily under twelve volt 'pressure' either cease to operate or at best 'glimmer' with six! (Thus Steve Reed's concern re twelve volts 'jumping out' of an old six volt loom.)

Moving on to protective measures, as stated earlier, whether a circuit is new or old, is six, twelve or twenty four volt, if a wire is shorted to earth it merely heats up (in the manner of an electric element) and burns out. If you are lucky it

PROTECT & SURVIVE

doesn't create a fire, nevertheless in most instances it does – usually because a 'chain reaction' commences owing to the heat burning through other (formerly sound) wires located in the loom.

The phenomena is annoying to say the least but has its merits ie fusible links can be installed in any circuit which will melt and terminate the supply at a pre-determined amperage.

Fuses are essentially 'filters' ie in the context of the main supply from the generator/ammeter load side, fairly heavy units should be employed as demand here is high, thus only 'half bricks' of overload are catered for; however as sub-circuits become more dedicated (eg the clock) secondary fuses are required in order to protect increasingly delicate components whose demand is rather less than the main charging circuit. Fusing a French Traction is relatively simple whether the existing loom is retained or a new one employed. Two wires feed the main distribution circuits from the voltage control unit, these require the heaviest fuses and 30A-35A is recommended on each – this will offer 'crude' protection for the whole car. Thereafter all wires feeding the left-hand side front terminal block (adjacent to the petrol pump) require an additional fuse – this will protect the circuit on both sides of the car, similarly one fuse on the live feed to the coil will protect both the low tension ignition circuit and the brake light(s). A fuse on the live feed to the interior light

and the wipers respectively is required, and finally ditto the rear lights and indicators.

Fusing may be arranged by inserting 'line fuses' – simply a capsule containing a fuse let into the live feed of the circuit concerned; or grouped in boxes. The latter method is preferable as line fuses are bulky, cost more in aggregate and tend to get scattered around the car (at least a couple of fuse boxes are easily locatable). The problem with grouped fuse boxes is that of altering the original wiring layout in order to locate the protection of one circuit alongside another (eg headlamps with parking lights) – this often requires extra runs of wire. The foregoing was not a problem in the instance of my re-wire as I wanted to incorporate extra wires into the loom (for driving lights, relays etc) and I had to make the loom in any event as nobody had one in stock.

Assuming an original loom is utilised, a small two-way unit for the 'crude' protection can be mounted on the front right-hand bulkhead, and an eight-way unit can be mounted on the front horn adjacent to the left-hand side terminal block – these will pickup most of the car. Four line fuses (or a box located on the left-hand side cramped inner bulkhead + extra wire) would deal with the parking lights, ignition/brake lights and rear indicators un-protected. The latter components could be protected with four line fuses, but a small four-way box in the boot is probably preferable – note

that these circuits are fed by individual wires (not really a loom) – access requires removal of the headlining, thus line fuses until such time as re-upholstering takes place is probably the answer. In the instance of my re-wire I used a four-way fuse unit on the front bulkhead in order to take extra tappings from the heaviest circuit in the car if these are required (eg demister, voltage doubler for radios/alarms etc). The fuse boxes used were Durite blade fuse units – blade fuses are obtainable anywhere and permit very small unobtrusive boxes to be employed. The Durite components are waterproof + black and thus do not compromise originality too much – particularly when one considers what's at stake! You would have to look pretty hard for the fusing in my car – albeit that Dennis Ryland reckons I've got more in there than the C.E.G.B. (they haven't heard about privatisation in the sticks yet)!

Finally a brief word about the rating of fuses. Fuses can be rated by calculation or judgement etc., however the best way is to place a multi-meter in circuit across the fuse carrier contacts and elect what a circuit is pulling (this saves removing every bulb and checking that it hasn't been uprated etc.). Don't worry too much about the accuracy of the the meter if it's newish (contemporary manuals rabbit on about the best moving iron equipment etc), similarly don't make the tolerance of the fuse fitted too tight – a fuse which blows periodically when you touch the brakes and thus cuts the engine is exceedingly embarrassing!

David Counce ■

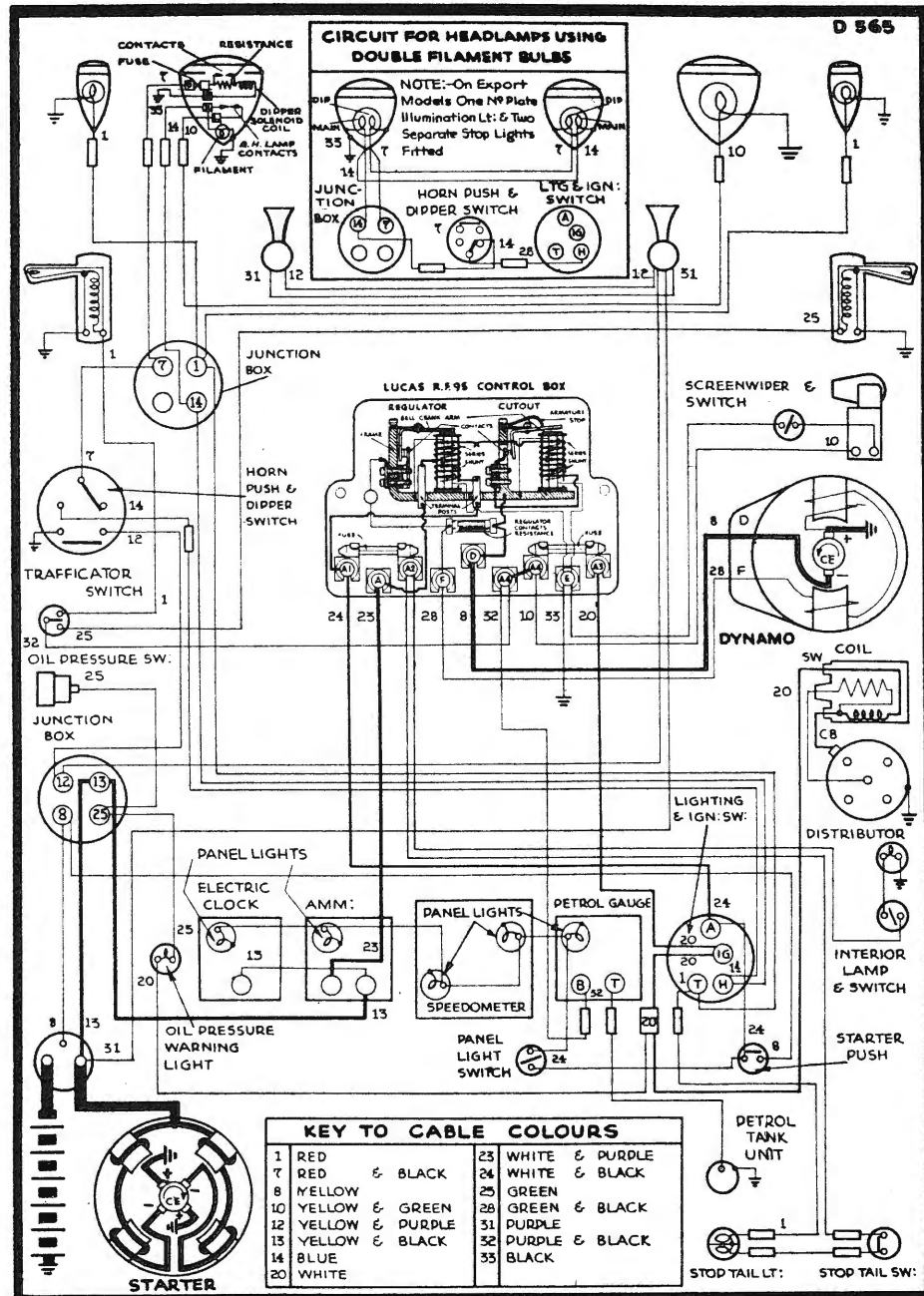
NOTE

If a fuse box greater than two way is used on the main feeds (front right-hand side bulkhead) don't forget to energise the spare terminals from the ammeter load side wire - it's handy to see if you're pulling power!

Slight variations did occur over the years in both French and English car circuitry.

The reproduction in the service manual is useful but only depicts a very basic arrangement - better information is available in 'Les Traction Archives'.

Several companies will reproduce your existing loom (without fuses) if you can remove it intact for copying. Materials required to make a loom are not cheap and it is also a time consuming process - John Gillard's latest offering is considered by myself to be very reasonable and makes a lengthy 'head scratch' a little shorter!
David Caunce



This wiring diagram will help those with English cars; but if someone can send me a good copy of a French 6 volt version I'll put it in the next FP Ed



1950/51 CITROEN LIGHT 15 SALOON
(HOME AND EXPORT)

Reprints of diagrams on Kraft paper may be obtained from: MOTOR INDUSTRY. Price, 1s. 6d. each or 12s. per dozen assorted, post free.

ON Saturday the 29th August 1992 an assorted bunch of innocents in a mixture of over thirty Citroëns of varying ages and models left Captain Burke Park in Brisbane, heading by a roundabout route for Cairns. Neither the smooth tarmac roads nor the clear blue skies gave any hint of what lay in wait for us!

Heading north and west, we gradually left civilisation behind and as the scenery improved, the roads deteriorated. By day four we were almost as used to driving sideways (or backwards) as we were forwards and the track had become the slippiest but stickiest mud imaginable. Before long the the easiest way to progress was to remove the rear wings to prevent them getting too clogged with mud as the wheels were locking up solid. We crawled along the centre of the road when we had any say in the matter until we hit an uphill

...Dave Noke's Light 15 sailed through on a set of knobbly tyres...

stretch that proved the final straw for most. A few of the earlier cars got through before the track got too badly cut up and Dave Nokes's 1950 Light 15 sailed through on a set of knobbly tyres belonging to Lance Collins, the raid organiser. As Lance was stuck at the time (on normal tyres) I don't think that was a cheery wave I saw as he went by! Most of the cars were pulled out by Peter Schultz from Germany in his 4WD 2CV or a couple of passing locals but as the light was fading some of us got the feeling we were in for a cold wet night! So, after an unscheduled night in the bush, the five cars who got left behind waited for more friendly locals in 4WDs the next morning. Abandoned to our fate by our beloved leader Lance, the Raid's motto was soon agreed — GET COLLINS!

We managed to catch up in Longreach and ceremonially beat up Lance in the pub. Discussions were underway about changing our route as in some places the roads were classified as 'closed' even to 4WDs. However, we decided to risk it as it had stopped raining and the roads were drying out rapidly so we took our original route to Windorah and on to Birdsville, for the infamous Birdsville races. We arrived at Birdsville with the races (and the drinking!) in full swing. The atmosphere was amazing but I don't think many people saw a horse all weekend!

After recovering, we headed further west into Northern Territories and arrived at Alice Springs, where we spent two days. Some visited Ayres Rock and some fixed up their cars, now battered and filthy and looking nothing like the concours that left Brisbane two weeks before. Micky and Guido both had a broken chassis, but with a bit of help from their friends and a local workshop they left Alice with the rest of us, if not as good as new, then at least mobile. About 100 km north of Alice my oil warning light came on — eventually to be diagnosed as blown piston rings and soon to expire bearings. I finished the rest of the day's drive (another 500km) a gibbering wreck on the end of a tow rope attached to Dave's Lt 15. Who said Raids should be all

Annie Walters enjoys a fly drive with a difference and reports on Raid Oz 2 — just another quiet drive in the country?

2CVs?! With typical Raid unflappability Christian and Alec stripped down and rebuilt my engine on the barbeque at Phillips Creek Station while I spent the evening with my hands in a bucket of petrol cleaning engine parts with a spare toothbrush. By 2am it was all back together and I left with everyone else the next morning.

The next evening was spent recovering from the trauma in the glorious tropical splendour of the Mataranka Hot Springs and compulsively checking my oil levels at frequent intervals. Our next stop was Darwin and a civic reception by the Chief Minister of Northern Territories who came to meet us in his own car — a black hot rod with flames down the side and the registration number CHIEF!

Our route continued on through the Kakadu National Park for some croc watching and round the Gulf of Carpentaria and back to Queensland. As we passed through the border the track went immediately from OK to "where the hell is it?" After the worst stretch of "road" on the whole trip, we came to Lawn Hill National Park, where everyone went swimming under the waterfall (a favourite pastime by now). After sympathising with Rene and Marjolyn from Holland whose entire Sahara suspension was spread out on the lawn, we headed back along the lousy track again. Finally my suspension arm decided it had had enough. One minute I was happily cruising along, enjoying the view and humming a song, the next I was "going bush"! However after my experience in the mud I was quite used to seeing gum trees rushing toward me. So, did I panic? You bet I did! But this was Raid Oz and all in a day's work. Alec and

Julius had the arm off almost before I could jack the car up, and it was quickly driven back to Adels Grove about 20km away, welded and replaced. Broken arm — What broken arm?

Back on the road again we continued on to Daintree, pausing occasionally for Alec to fish a couple of Barramundi out of the river or replace some alternator bearings.

The official Raid



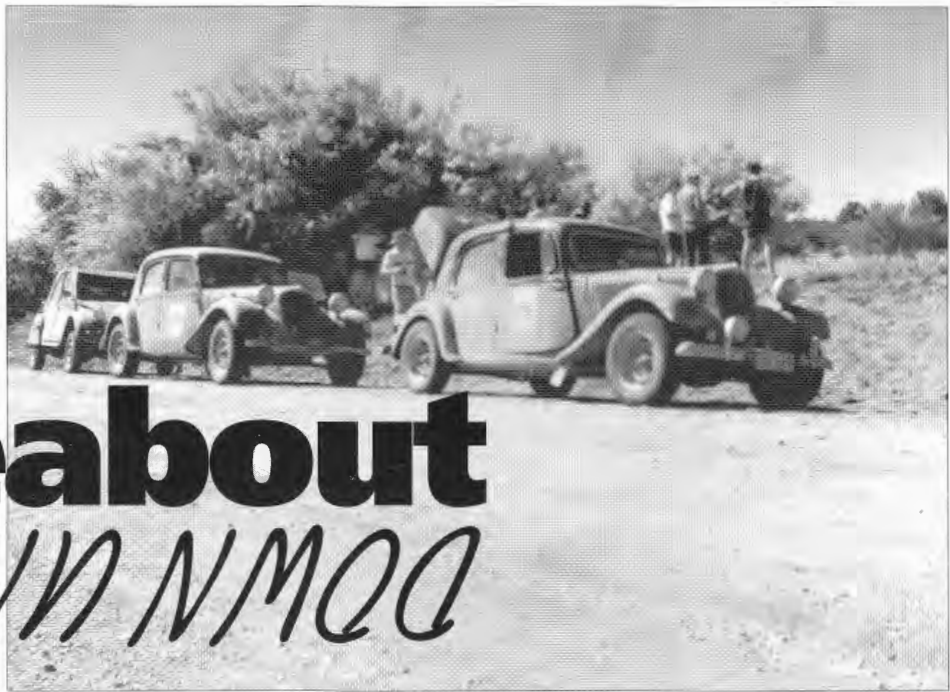
end dinner took place in Daintree, surrounded by tropical rainforest, so incredibly green after weeks of bulldust and red earth. Our camp was by a palm fringed beach like you see in the travel brochures and it really seemed like heaven. We ended the Raid in Cairns after a little R&R (rest and recuperation) and a few more beers, then everyone said goodbye and headed off to further adventures up Cape York or out on the Barrier Reef, or simply back to work.

So, in short: it cost a fortune, my car's a wreck, I got shaken to pieces, boiled, soaked, stuck in the mud and saw my life flash before me on numerous occasions! Was it worth it? See you on Raid OZ 3!



◀
So where's all this XXXX come from?

nice view?



driveabout

DOWN UNDER

Cairns

Brisbane



▲ running repairs

▼ looking terminal



The Statistics:
The Route:
About 9000km 3 — 4000 'off-road'

The Cars:
15 2CVs
6 2CV Vans
3 Dyanes
3 2CV 4WDs
3 Lt 15s
3 GSs
3 DSs
1 ID

The oldest cars on the Raid were the 3 Light 15s (1950,54 &55).

The People:
73 in total (including 1 pre-natal Raider)
46 from Australia
12 from Germany
4 from Switzerland
4 from France
2 each from the UK, Holland and New Zealand
1 from Austria

Lots of thanks to everyone on the Raid, all my new mates and especially Alec for the engine rebuild (and Christian), the welding the flights the barramundi the loan of the DS etc etc etc Dave for towing me (I've recovered now) and lots of other things Lance for organising the Raid and finding the worst roads in Oz for us!

Lots of sympathy to:
Alex who ended up in hospital in Cairns for a week because of a mosquito bite!
Leigh, whose immaculate Dyane did the whole trip without incident and then got smashed up on the transporter on the way back to Victoria.
Everybody who missed it! (Especially Ellie - maybe next time...)

Annie Walters ■

HOW to break a torsion bar 700 miles from home! Or, how to overload your Traction with spare parts, tools and wine so that you break a rear torsion bar while crossing a medieval bridge in France.

That's what happened, but we go back to November 1990 when I helped a friend to collect an 11B from another friend of mine in Belgium, (he turns up later in the story). As we drove home I was hypnotised by that Citroën, as it followed us back home in the mirror, as it clung to the trailer, as we sped along the M25 and M1.

The bug had well and truly bitten. Eventually a pre-war car was found, paid for, and through '91 and early '92 restoration took place. March 1992 and our 7 économique took to the road.

We had always planned to take the car on a long trip through France, a date was set and on September 16th she rolled once again along the dusty roads of France.

...the pleasure of driving the car on these empty roads was fabulous...

From Caen we motored to Orléans and then followed the Loire upstream to reach Nevers, staying our first night near the race track at Magny Cours. An early start found us driving through the beautiful Monts du Forez, south of Lapalisse, the pleasure of driving the car on these empty roads was fabulous. We were on a high. We turned east towards the Rhône valley and then motored south, turning left at Tain l'Hermitage heading for the plateau of the Vercors. Our second night was spent at Vassieux en Vercors. Two days were then filled exploring the area, with its many sites of WWII heroism by the Resistance.

The Traction was completely at home in the mountains. On leaving the Vercors we descended the fabulous Col du Rousset and into Provence through towns and villages that in two days were to be hit by the worst storms of the century. Onward to Chateauneuf-du-Pape, an omelette lunch and purchase of wine from this prestigious area added more weight to the already overloaded rear suspension. Heading west we drove into Gard and the rugged Cevennes to Lasalle where we stayed for a week in a Gite.

Gard was the area from which the car came. With a few clues from the old French certificate of matriculation, we found the previous owner. He had owned the car for 12 years until 1990, he also belonged to a club for Tractions, heaven forbid! The first owner, who was now dead, ran a dress shop in St Jean du Gard, when the second owner had bought the car from the family, they had related to him a little of the history of the car. During 1942, when the Germans occupied the South following the Allied landings in North Africa, the car had been hidden in a stable under straw to keep it from the Boches!

We were astounded to get so close to the history of our Traction, however sketchy or clouded by time and wine the story might be. We drove around St Jean du Gard and the area taking pictures and trying to imagine what it must have been like 53 years ago when the car was new.

The holiday was more than living up to expectations, we were being treated like VIPs, we were wine and dined, we endured the terrible storm in the comfort of the solid Cevenois house. Others were not so lucky, in the Vaucluse there was devastation as the news pictures showed.

Our stay in Lasalle ended, we headed west again via the Corniche des Cevennes and the Gorges du Tarn. We had been joined by our Belgian friends, (plus their Airedale Terrier), in a Citroën camper. Its diesel power could not match the agility of

the 7 as we drove up the road at Les Vignes out of the Gorges du Tarn. The map said this road was 'parcours difficile ou dangereux!'

Late afternoon and we found a hotel in Cahors, one of those horrible containerised, computerised hotels without restaurant and run by 2.3 people. We had been passing sweet little auberges all afternoon, why the hell didn't we stay in one of them?

We loaded up the legere with five adults (and an Airedale terrier), and headed into the town for an evening of culinary delight. That achieved, we drove back to the plastic palace. As we swung left at the approach to the beautiful Point Valentre over the Lot, we hit a sunken manhole, the cover was about three inches below the rim. There was a hell of a bang. I knew straightaway

let's twist again...



►
Outside the station of 'Tracky's' home town

◀
Err... can't you weld it mate?

...like

►
200 francs worth of torsion bars ...and other stuff

John and Mary Worthing took to the road to experience some French 'joie de vivre', and inadvertently try their hands at potholing!

what had happened, we now had a very lop-sided Traction. There was nothing to be done at 11.30 pm in another storm, so I drove back to the hotel at zero miles per hour. It was ages until I could get to sleep, it was a very sticky night due to the storm and we had broken our beloved Tracky, (our two year old grand-daughter's terminology, I am afraid the name has stuck). Was it the weight of five adults and an Airedale terrier? Or was it just a 53 year old torsion bar crying enough?

The day before we had stopped at a garage where we saw a Traction and an early 2CV, so in the Belgian camper we retraced our steps to ask Le Patron for help. Had we found the right man? "No" he said, "I can't help you, I am too busy, but you can repair the car yourself and use all my facilities."

"Yes please!" we said.

We returned to the hotel, checked out and said goodbye to our Belgian friends. We then hired a Renault Clio, which was

quickly loaded up, and set off in both cars for the garage, again at zero miles per hour.

We removed the complete rear suspension, stripped out the bars for a pattern and the search began. None of the French Traction Avant parts stockists had a bar for sale. Our task was to find a source in the area, however, our garage man had

...have you tried the little man up the road?

tried and failed. We were now staying in an auberge run by an Englishman, once again we were being fed and watered in the style to which we had become accustomed in the last two weeks. We were determined to still enjoy ourselves even if we had gone over budget now and the plastic was taking a belting!

The owner of the Auberge hailed from Cheshire, "Have you tried the little man up the road?" he suggested. "What man?" we

exclaimed. Unfortunately, the little man had no more Traction parts, but he recommended we try a certain scrapyard. We found the yard, we found the Patron.

"No, but wait I am busy" We waited, we helped him load some engines in a van, we tried to make ourselves useful, we tried to get him on our side, so to speak. He was mumbling something unrecognisable as he finally drove me in a doorless Renault 4 write-off to the farthest corner of the yard. I think he was trying to remember where the Traction were, it was a big yard! We arrived at this Traction graveyard, they were hardly recognisable but we chose the one with the most remaining. An axe and a hammer and helped yield the tubular crossmember and 'les barres des torsiones'.

"200 francs please." he said.

"Thank you." I said, handing him the cash. The scrap vehicle was in a terrible state, but the bars, when cleaned, looked as good as new! I now knew that our journey would continue, we were elated!

The garage press was required to release the two immaculate bars, they still had the factory paint identification marks on them.

Three hours later and Tracky was back on the road. We were learning on the job, one mistake was to set the ride height too low, although it helped on our journey home carrying our heavy load on the bump stops.

We said our thank yous to the friendly people of Lot, especially Jean-Claude Moles at the garage at Arcambal, he made at least ten phone calls for us, no charge. He liked whisky, I hope he enjoyed the bottle we left him, he deserved it.

We left Cahors with plenty of time to catch the ferry. Our journey was punctuated with Traction sitings and lunches courtesy of Les Routiers, and their superb food. What a contrast to arrive in England and face that awful chain of roadside restaurants with their corporate BLANDNESS? In France at a Relais Routiers you just accept what is dish of the day and it's always excellent! I am afraid this is my hobbyhorse. Why can't we have reliable roadside food in the UK?



...we did last summer!



We arrived home having covered some 2500 miles at 25 miles per gallon on her 8-31 mountain gearing. Presumably cars that were sold in such mountainous regions were fitted with this ratio from new?

Troubles: one squeaky water pump cured with 3 in 1 oil, (engine oil would not penetrate the bush), when applied the squeaking disappeared. Not forgetting one broken torsion bar cured by entente cordiale and the thought of the cost of a trailer ride home!

Please don't be afraid to take your Traction to France, you too might have an adventure like this!

John Worthing ■

Annual National Rally

11, 12, 13 June 1993

Sleningford Water Mill

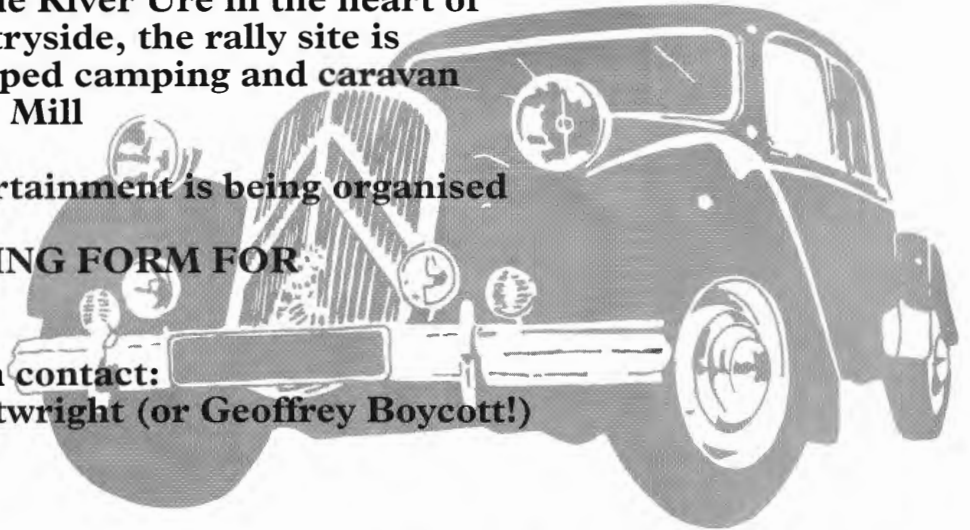
nr Ripon, North Yorkshire

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

A full programme of entertainment is being organised

SEE ENCLOSED BOOKING FORM 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

More Events...

August 22
Riverside Rally
South Bank, London

The third year for this growing event, organised by Classic Restorations, and expected to be the best yet.

September 4/5
Leeds Centenary - Festival of Motoring

An invitation has been extended to the TOC, CCC and 2CVGB to take part in this major rally for classic cars taking place at various locations in and around Leeds. A display area for some 60 cars has been allocated for the combined Citroën forces. If you are interested in taking part in this centenary celebration please contact Jim Rogers on 0274 545600



National and International Events

April 24/25

Lightwater Valley Meet – Traction & Hot Air Balloons

The Pennine Region Balloon Association has invited the TOC to join them for a weekend of relaxed, stylish travel, with and without wheels!

Further details can be obtained from the meeting's organisers Ed & Laura-Jane Machole on 0642 817075 (work) or 0947 841019 (home)

May 1 - 3

BBC Top Gear Classic & Sportscar Show NEC Birmingham

The major exhibition of the year, at which the TOC has booked a large stand. The Midlands Section are organising a stunning display representing a street scene including a mock up of a garage! 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 out during the weekend, you never know, you could end up being interviewed by Jeremy Clarkson! So, if you were looking for an excuse to go to Birmingham — this is it!

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

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 Traction, make sure you are there!

July 14 - 17

Tour of Brittany

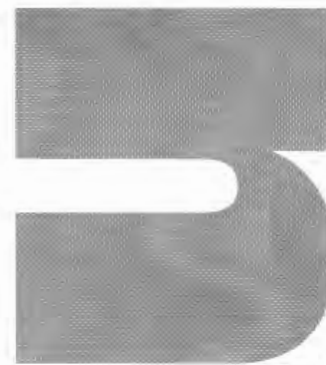
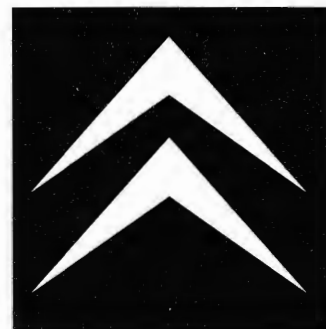
This year the tour will cover southern Brittany, starting and finishing at Chartres de Bretagne. We can expect this tour to be as good as usual, and as we have good advance notice of the tour dates, let's make it a bumper year and have more cars than our Breton friends. We understand that the cost, (in FF), will be much as before. Application forms available mid-April, via the Helpline

July 15 - 18

Manx Challenge

Promoted as an all round fun event by the organisers. At an overall leisurely pace the itinerary includes hill climbs, treasure hunt, time trials as well as social events such as celebrity barbeque and gala evening. This tour of the Isle of Man is for pre-1968 road-going cars and we understand that entry fees will include ferry crossings and all accommodation. Interested? More info from Stan Barker on the Hotline.

If you can help out at any of the events, please ring the Helpline, 0425 74476.



Dear John,

There was some discussion at the A.G.M. on 18th October 1992 regarding the sourcing of spares for our vehicles. It was felt by a number of people that it may be possible to have spares produced in the UK which we currently buy from abroad, and that this could save us money!

But how can we find out what is available and co-ordinate this information? I made the suggestion that a note could be put in the magazine and that somebody could co-ordinate any replies, and was immediately thanked for volunteering to do this (thanks Stan!). So here we are!

This note is a request for all members out there to scratch their heads – what contacts may you have who could be able to help in supplying parts? There are all sorts of engineering companies throughout the UK, many of whom may be quite keen to make up relatively small runs of parts of the type which we need. A good example is the recent situation regarding crown wheels & pinions, where these are to be made locally and at a lower cost than originally envisaged.

The present request is simply a feeler to find out who thinks they may have contacts, and what they may be able to do. This is not being done by the club's 'Parts Man' because he has enough to do as it is! However, obviously once I get some feedback, I will be liaising closely with Denis as to where to go from here.

I should also add that I am no engineer, and therefore may not always be able to understand the problems, without being spoken to slowly and in words of one syllable. However, I will be prepared to follow up any contacts, telephone or write to people as appropriate, and put people in touch with each other where appropriate.

I know what it is like having a car off the road (who doesn't?) and am concerned that the club continues to be able to assist members in keeping their cars on the road (which is really the whole point of the club, is it not?). I should therefore be grateful if

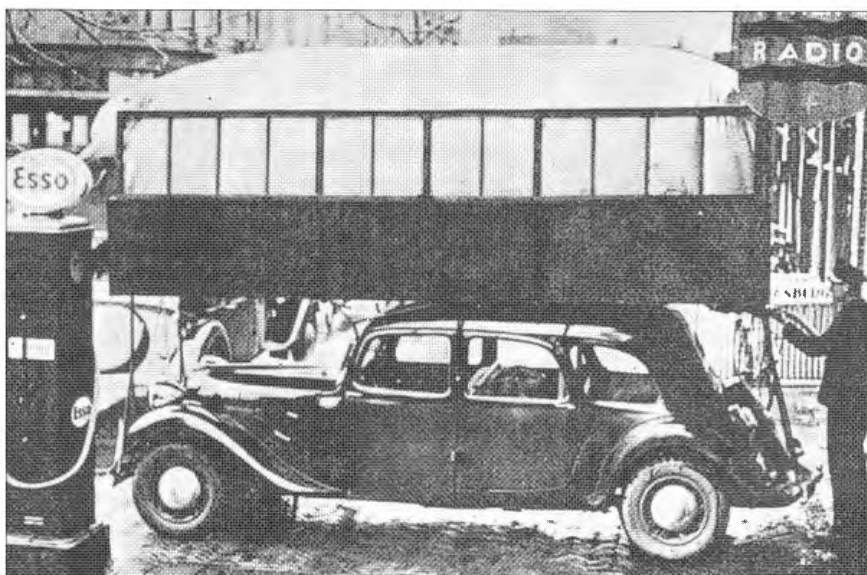
anyone who has any ideas about this subject could contact me. Please write to me at:

11, Wilmer Drive
Heaton
Bradford
West Yorkshire
BD9 4AR

telephone (0294) 545600

Thanks
Jim Rogers

*Initiative that needs to be nurtured.
I think that everyone wants to work toward the preservation of our cars, and bearing in mind some of the requests Denis has had of late (for car parts!), a co-ordinated campaign seems sensible.*



▲ Dutch taxi using gas container during the war, range approx 22 miles

Dear John,

I thought the enclosed cuttings might be of interest, and suitable for publication in 'Floating Power'.

They were given to me by Citroën enthusiast Graham Lane, who's father had cut them from a journal published just after the Second World War.

The taxi with what looks like a train carriage on top – but is in fact a gas container – is astonishing. Yet another illustration of the virtues of monocoque construction!

Now that I have at last got my roadster 'on the road' I hope to provide you with an account of the two year restoration, together with illustrations, and my experiences driving a traction – for the first time!

Yours sincerely
Tony Stokoe

*Thanks for the pics Tony, (hopefully there will be space for the other one next issue!)
I'm sure everyone is looking forward to seeing the Roadster.*

New Members

1127	R G Robb	Middle Barton	Oxon
1128	B R Middleton	Ware	Herts
1129	C A Appleton	Rossett	Clwyd
1130	P A Veysey	Tibberton	Glos
1131	J O'Ran	Santa Maria	USA
1132	I K Feazey	Newcastle-U-Lyme	Staffs
1133	M A Humphries	Ombersley	Worcs
1134	J R Pratt	Capel	Surrey
1135	M R Green	Sevenoaks	Kent
1136	B P Follain	St Oven	Jersey
1137	F G Reed	Boulder, Colorado	USA
1138	J B Tolson	Emsworth	Hants
1139	J F H Smith	Taunton	Somerset
1140	V M Priestley	Church Stretton	Shropshire
1141	D A Dolbey-Jones	London	W14
1142	W A Wyman	Kempston	Beds
1143	A J Godson	Upper Brailes	Oxon
1144	D Carter	Liss	Hants
1145	R Schweizer	Weissach	Germany
1146	K G Canham	Croydon	Surrey
1147	A S Taylor	West Linton	Peebles
1148	F P Grant	Ballater	Aberdeenshire
1149	Ferrer Enrique	Malaga	Spain
1150	P V Ashlee	Welling	Kent

Dear John,

Congratulations on your new 'mission', please find enclosed a possible article for FP if you deem it worthy!

I should be grateful if you would continue to print as many 'technical articles' (new or old) as possible – these cars need working on, and **none** of us know it all.

The old article on headlinings was, for instance, very useful – it isn't a job that I'm particularly frightened of, but to know **how much** material is required before you start has got to be invaluable.

Keep up the good work – best of British (and French) matey!

Yours sincerely
David J. Caunce

David's article on French fusing appears in this issue.

Dear John,

Just a brief letter to say "congrats" on the first magazine, it is different and good luck with the job, I hope lots of people do contribute. What about the people who earn a living from repairing to write a few words on the jobs they've come across, the awkward ones and the funny ones? They must have stories to relate.

The Club was formed in my lounge at Guildford back in about 1976, the owners of Tractions felt an autonomous club was needed, so under the wings of the CCC and as I was involved with this side of the Club I acted as go between and sat on both committees, perhaps one day a few words might get mentioned about those days?

I have started to write on how I came to be the owner of the coupé ENE 442 so in due course I'll try to send a complete account of it, the journeys it has been on since 1972 abroad, a trip in the company of other owners and cars would (or might) make interesting reading. Sometimes events like this don't always suit others.

Regards

Fred Annells

PS

The registration no. of Scott Pereira's car was NXX 731, I did quite a lot of work on it, I wonder who has it now?

Not wishing to put anyone out of business, especially in these recessionary times, I'm sure a few of the professional restorers can come up with a word or two that won't jeopardise their business!

Dear John,

Following the letter of mine which was published in the November 1992 edition on the subject of replacement wheel nuts for a Slough Lt 15, I am now told that a Renault wheelnut (part number 7700618233) is also a good alternative for a Lt 15. The only snag is that this wheelnut seems to cost £3.88 each.

yours sincerely

Nigel Witt

Dear Sir,

I wonder if these photographs may be of some use to you for Floating Power?

The French Traction was seen at Plymouth in May 1992 boarding a Brittany Ferry to return to France. It does look in extremely good condition!

The other photograph was taken by a friend of mine who lives in Brittany, and spotted this lovely Traction in a car park.

I hope they may be of use to you.

Yours sincerely

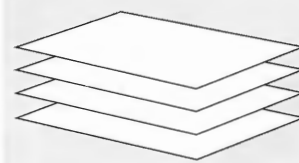
Keith Boyes

Nice cars indeed, Keith.



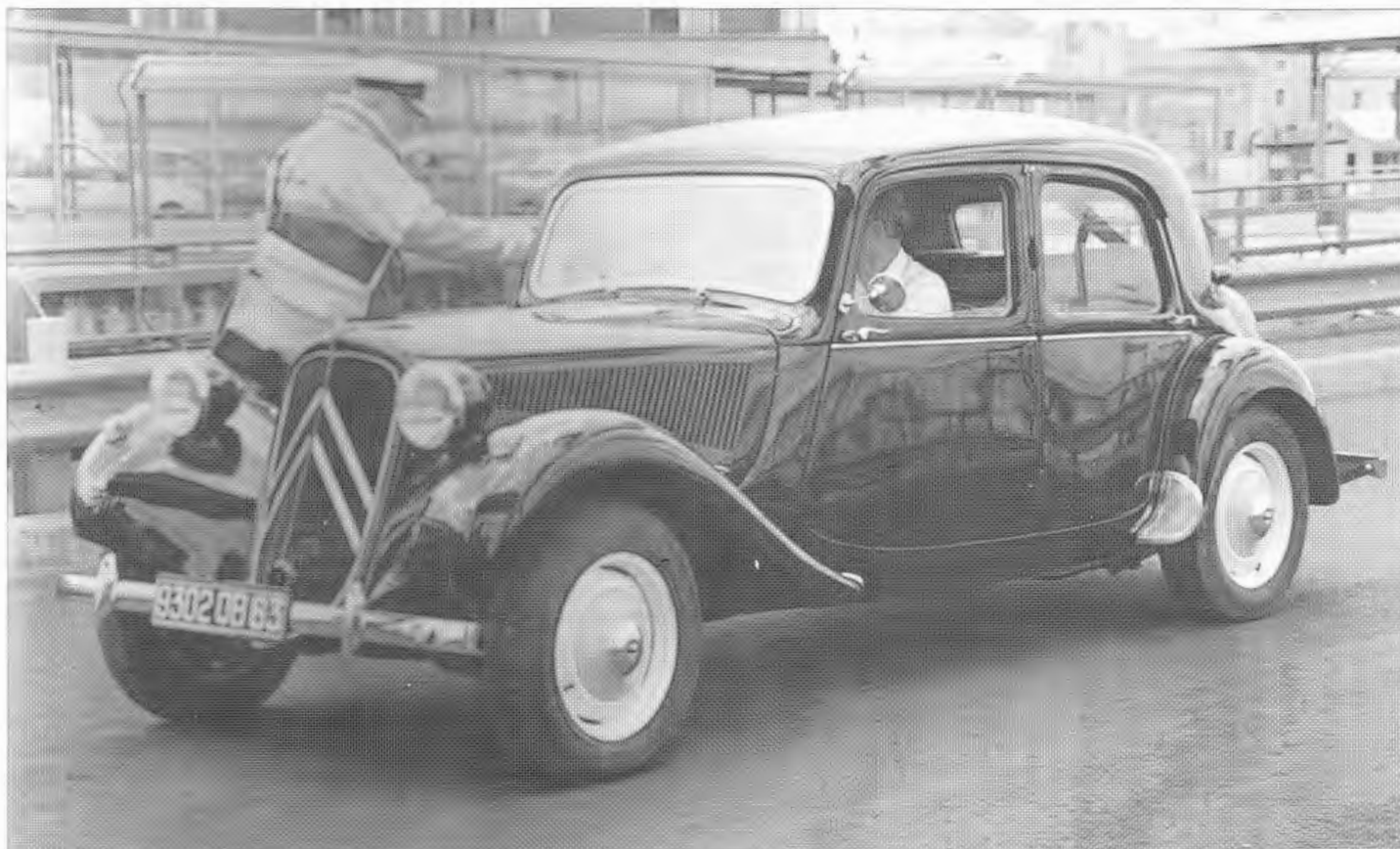
Please send all letters to the Editor:

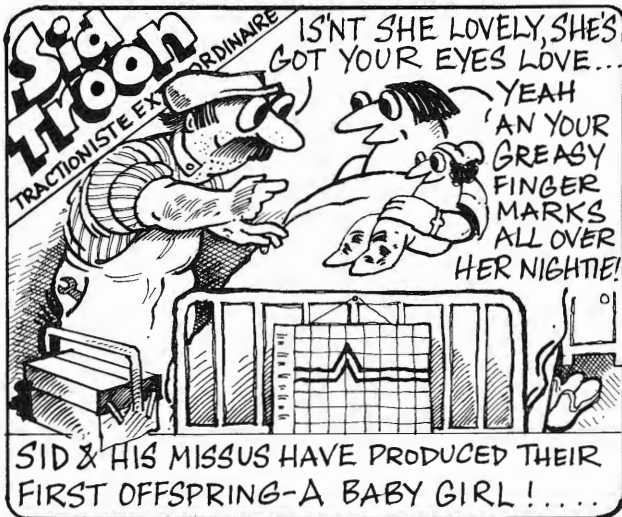
John Starke
The Cottage
Harts Lane
Ardleigh
nr Colchester
Essex CO7 7QE
Tel 0206 231241
Fax 0206 230546



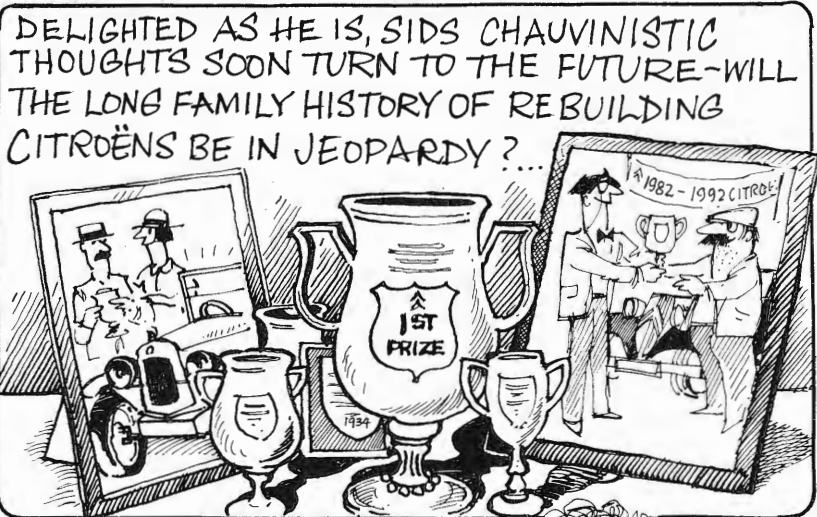
Ticket to ride?

Brittany Ferries welcomes a Legère on board





SID & HIS MISSUS HAVE PRODUCED THEIR FIRST OFFSPRING-A BABY GIRL!....



BUT SIDS FEARS SOON PROVE TO BE UNFOUNDED AS HIS DAUGHTERS 1ST BIRTHDAY PRESENTS ARRIVE...





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0425 74476
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- 2) Your phone number
- 3) Reason for calling

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0453 883 935

For Sale

Two 15/6 Hydraulics:
 1) 1955 LHD 8,687 actual original kms. This car was in a museum. It is superb. (see photo in last issue)
 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

For Sale

15/6 French small boot 1951 Very original, interesting history (ex French Embassy car) price guide £5500 for further details contact Marcus Lasance
 0206 230109

For Sale

1948 Slough Light 15 Black/Red trim, sunroof Complete mechanical overhaul to engine, steering, suspension, brakes with many new parts fitted. Bodywork & interior in vgc. £7500 delivered to England Tel Bob Wade for more info 010 33 45 62 05 96

For Sale

1954 Large Boot Normale Paris built LHD Lots of work done Low kilometreage 50,000francs Bruno Choquel 010 33 44 25 19 89 50 km north of Paris

For Sale

1953/54 Big Boot Traction Paris built LHD MoT and in running order Photographs available For further details, please contact A. Bowman 0702 77444 (daytime only)

For Sale

1953 Big 15 Paris built LHD Black in excellent condition having been fully restored to a very high standard both bodily and mechanically ie bare metal respray, re-built engine, front suspension, new driveshafts, all new brake cylinders complete re-trim etc no expense has been spared to make this car into what must be one of the best around. Realistically priced at £5500 0286 650 711 Bob Anderson

For Sale

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For Sale

11B 1955 Big Boot Model Paris built, LHD Taxed & MoTed £6300 ono, more details from Ron Rogers 0600 860839

For Sale

Manual for Slough Lt 15, complete & in pristine condition, not a greasy fingermark in sight! £40 ono Mrs I Cambers 0444 414665 (W Sussex)

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Unfinished project 1948 Slough Lt 15 All metalwork done (doors, wings & bodyshell) currently in primer All complete £2200 ono 0621 819384 Mike Pitcher

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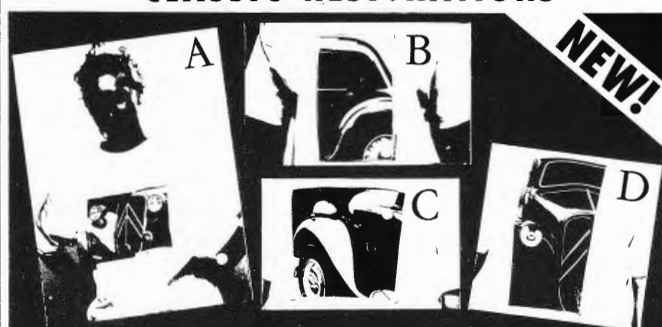
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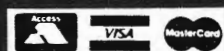
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