



THE BUCK INN HOTEL
FARM HOUSE

*Floating
power*

august
ninety
three

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

Floating Power

VOLUME EIGHTEEN ISSUE THREE **august
ninety
three**

A short word on the Annual Rally – “FANTRACTIONTASTIC!”
Seriously though, it was excellent, a thoroughly enjoyable weekend, thanks in no small part to the considerable efforts of organisers Andy, Lynn, Mick and Co., and indeed all the participants.

My personal thanks to Ian and everyone at the Bull Inn, West Tanfield for their hospitality during our stay, not to mention the black pudding! Thanks also to Steve Southgate's youngest son, for astounding us with revelations at the breakfast table regarding the night-time activities of the Southgate family! All will be revealed next issue..... unless..... maybe Steve would like to contact me?

Hopefully, in the not too distant future, more up to date spares information will be on its way in the form of a revised stock list; meanwhile, a list of remanufactured parts appears on page 20.

Alec Bilney has taken the trouble to record the technical articles that have appeared in FP over the years and create a master list, which I hope to include in the next issue.

Talking of technical articles, only one this time I'm afraid (the wiring diagrams as promised last issue) but I am sure that FP would benefit from more technical input. If you have worked on, or solved a problem with, your Traction, do tell us about it. You don't have to send in reams, simple tips can often be the most helpful.

Now is the time to start thinking about the AGM, and any topics you would like discussed. The date for your diary is October 20th, full details on page 16.

In your next Floating Power – more members' cars, a report of the Belgian Tour and...Sid's back from his summer hols!

September 17 is next FP's deadline. **DON'T FORGET** to send in news of what's happening in YOUR area. (Some words and pictures on the Tour of Brittany would also be appreciated.)

John Starke

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**cover picture by John Starke
lunchtime on the tour
the Buck Inn, Buckden, North Yorkshire**

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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TOC RALLY GOES DOWN A STORM!

THE 1993 TOC ANNUAL RALLY was voted a resounding success even though the elements threatened to wash out the foremost event of the year.

With over sixty cars in attendance, the weekend rally, which was based at Sleningford Water Mill near Ripon, included a tour of the Yorkshire Dales and proved that it takes more than a few thunderstorms to deter the average Tractioniste.

After possibly the best ever turn-out of members and cars, organisers Andy Cartwright, Lynn Clarke and Mick Popka were understandably delighted: "The weather hardly seemed to have deterred anyone" observed Andy, who also thanked all those who assisted over the weekend helping to make the event so memorable.

A special five page rally report starts on page ten.



CONVOY!
Some of the cars negotiating one of the easier roads on the Dales tour.

No Go Carbonflo

EXAGGERATED claims of increased fuel consumption and ability to use unleaded fuel by Carbonflo UK landed the company heavy fines at Court recently.

Warwick Crown Court heard that more than 100,000 motorists had been deceived by adverts claiming that the product, 'Carbonflo', increased fuel consumption and reduced carbon monoxide emissions.

The company, whose distributors had advertised 'Carbonflo' devices nationwide, admitted that the claims made were untrue. Charges were brought after Walsall Trading Standards officers tested three of the 'Carbonflo' devices and found that claims of reducing CO by on average

50 per cent and fuel-savings of between 8 and 12 per cent were greatly exaggerated.

Carbonflo UK and its managing director were fined a total of £4,000 after pleading guilty to breaching trading standards laws.

The AA said the outcome of the case showed that 'Carbonflo' was far from being the solution to better fuel economy and a less polluted environment. An AA spokesman said: "Promises of fuel economy and lower CO emissions are easy to make but hard to keep."

Food for thought if you are considering a 'bolt-on extractor' of any description.

Maybe a light throttle and regular maintenance would improve things!

No more 4?

RADIO 4 will no longer be heard in classic cars throughout the UK if the popular BBC channel goes FM only when it stops broadcasting on long wave later this year.

Thousands of listeners will be affected by the change, not least those with valve or transistor car radios not able to receive the FM signal. However, a recently formed pressure group hopes to force a U-turn at Broadcasting House. Save R4LW has organised a petition on behalf of all who want to continue listening on long wave.

Save R4LW
c/o Rachel Mawhood
32a Fairthorn Road
London SE7 7RL

Training course

CAR RESTORATION courses seem to be springing up at colleges the length and breadth of the country.

With full and part time courses available, Loughborough College is the latest to announce details including a 36 week evening course commencing September.

If you are interested, please contact Loughborough College,
Radmoor, Loughborough LE11 3BT
Tel 0509 215831

TOC members might find it useful if we collate information on such courses, when and where they are run etc.; so if your local college offers tuition in car restoration, please let us know.

.....in brief

■TOP MARKS to TV chef Keith Floyd for the mention in his latest gastronomic journey 'Far Flung Floyd'.

In the first programme of the series on Oriental cuisine he visited Vietnam, where many French influences from the first half of the century remain. Some nice footage of a bright red Normale negotiating the traffic in Ho Chih Minh City (formerly Saigon) was accompanied by Floyd's comment that baguettes weren't the only things the French left behind and: "Classic Citroën cars like this Light 15, one of the best cars ever made I reckon!"

Thanks for the mention Keith - but stick to your cooking in future - it's better than your vehicle recognition!

■WOULD you believe it? The very next day on a Channel 4 re-run of the original Batman series in b&w, what's that in the traffic amongst the Buicks and Cadillacs? A Citroën Challenger (US spec Traction)!

■FINAL attendance figures for the Top Gear Classic Car Show at the NEC - an astonishing 57,000 people in total!

■DAVID CONWAY informs us that the recently formed CMMCC (Citroën Model & Memorabilia Collectors' Club) is now fully mobile! For more information etc., David can be contacted by phone/fax on 0734 783533 alternatively you can write to him at 152 Barkham Road, Wokingham, Berkshire RG11 2RP

EC to ban third party spares?

SPECULATION is increasing that new EC legislation to provide protection for manufacturers against the copying of their designs, could result in problems for the owners of older vehicles who will face increased cost of spares.

The FBHVC (Federation of British Historic Vehicle Clubs) has received much correspondence on this topic and is monitoring the situation. Representatives have been worried by reports in the press

that the legislation (possibly aimed only at cars up to 25 years old) would mean replacement parts could only be produced by the original manufacturer. However, the Federation's Legal Adviser explained that this was media exaggeration and that the proposals were no stronger than existing UK legislation and there was no reason to suppose that manufacturers would act to enforce the new laws any more than they had done in the past.



Do you have a clear view?

Screen test

WINDSCREENS have come under close scrutiny since the introduction of the revised MoT Test back in January of this year, and there seems to be an amount of confusion as a result.

The new regulations are not as stringent as some interested parties would imply.

The critical area is that directly in the driver's line of vision (taken as a zone 145mm each side of a line drawn vertically through the centre of the steering wheel) and being within the area swept by the windscreen wipers. Within this zone there must be no damage which cannot be contained within a 10mm circle or a combination of damage which seriously obstructs the driver's view.

Outside this zone, but still within the area swept by wipers, damage must be contained within a 40mm circle.

Any damage outside the area swept by the windscreen wipers is not a cause for MoT failure.

Fuel guide

SHELL and Classic Car magazine have joined forces to produce a fuel guide specifically for classic cars.

Covering aspects such as detergents, vapourisation and unleaded fuel, the guide is available free from:

Classic Cars/Shell Leaflet Offer
Paragon Communications
Film House
142 Wardour Street
London W1V 3AU
(please include an SAE)

Taxing question

CLASSIC CARS are to attract increased taxation, according to a recent item in *Thoroughbred & Classic Cars*.

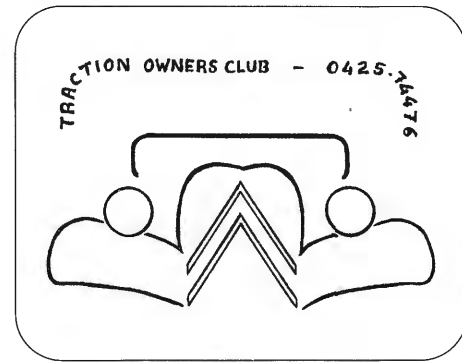
'Moves are afoot by the Inland Revenue to hike up the cost of running a classic car on the company', reports the monthly magazine, 'Cars over four years old are currently taxed on the basis of original market value and engine size. In the future, cars over ten years old may be assessed on their current market value. Touche Ross quotes an Aston Martin DB4 GT...current taxable value is £2,980. The taxable value would rise to £22,222 if assessed, as proposed, at two-thirds of a current market value of £100,000.'

Although our cars may not reach the dizzy heights of telephone number values, the principle may still apply, and the 'Company Traction' may incur an increased tax bill. Unfortunately T&CC does not enlighten us as to when such legislation is proposed or what in fact constitutes a classic. However, Touche Ross do promise clarification in the form of a free leaflet 'The Company Car - A Turning Point' available by phoning them direct on 071 936 3000.

Cut price carbs

AUTO TECHNIQUES of Luton are selling off stocks of 50s & 60s carburettors and spares including, we understand, Solex and Zenith equipment. Apparently they are open to offers on most items! Telephone 0582 414000.

Traction sticker



IN RESPONSE to the 'request' in the last issue, a number of you have sent in ideas for a TOC windscreen sticker or tax disc holder. To encourage a few more entries, the chosen design will win one year's free club membership. Closing date 17 Sept.

section scene

WEST COUNTRY

I know that several people share my interest in establishing a local group in the Bristol - Gloucester - Cheltenham area. In order to get the show on the road, I have arranged an inaugural meeting for Sunday, September 5, at the Royal Oak, Wotton Under Edge, 12.30 to 2.00pm. As well as meeting old friends and new acquaintances, we hope to discuss future activities, venues and dates.

The Royal Oak, Wotton Under Edge, is on the B4060 heading towards Bristol. There is a large car park, children are welcome and there is a range of food available.

If you are interested in this new group but are unable to attend this meeting, please give Steve Hawes a ring on 0275 817973 for further information.

PEAK SECTION

August 1 Boules Competition

August 22 Visit to the National Tramway Museum at Crick, nr Matlock. The driver and one passenger of vehicles over 25 years old are admitted free. Meet in the car park at 11am, bring a picnic and hope it's sunny!

Further details on the above events from: Bev & John Oates 0298 78473

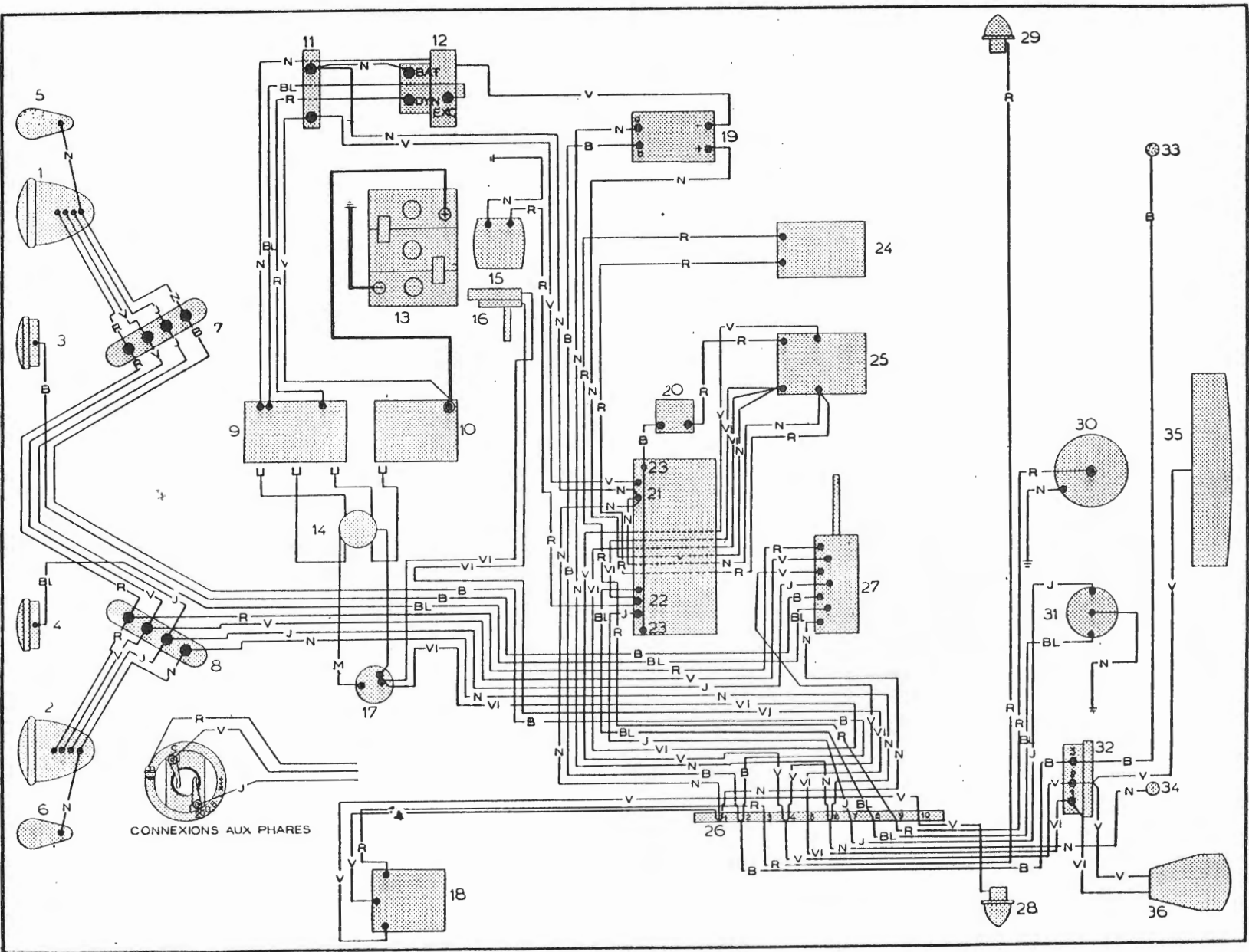
SCOTTISH SECTION

THE C.C.C. is organising a Scottish Rally in August at the Doune Motor Museum, to which TOC members are duly invited.

With our members scattered the length and breadth of Scotland, this is an ideal opportunity for a get together at a good central location.

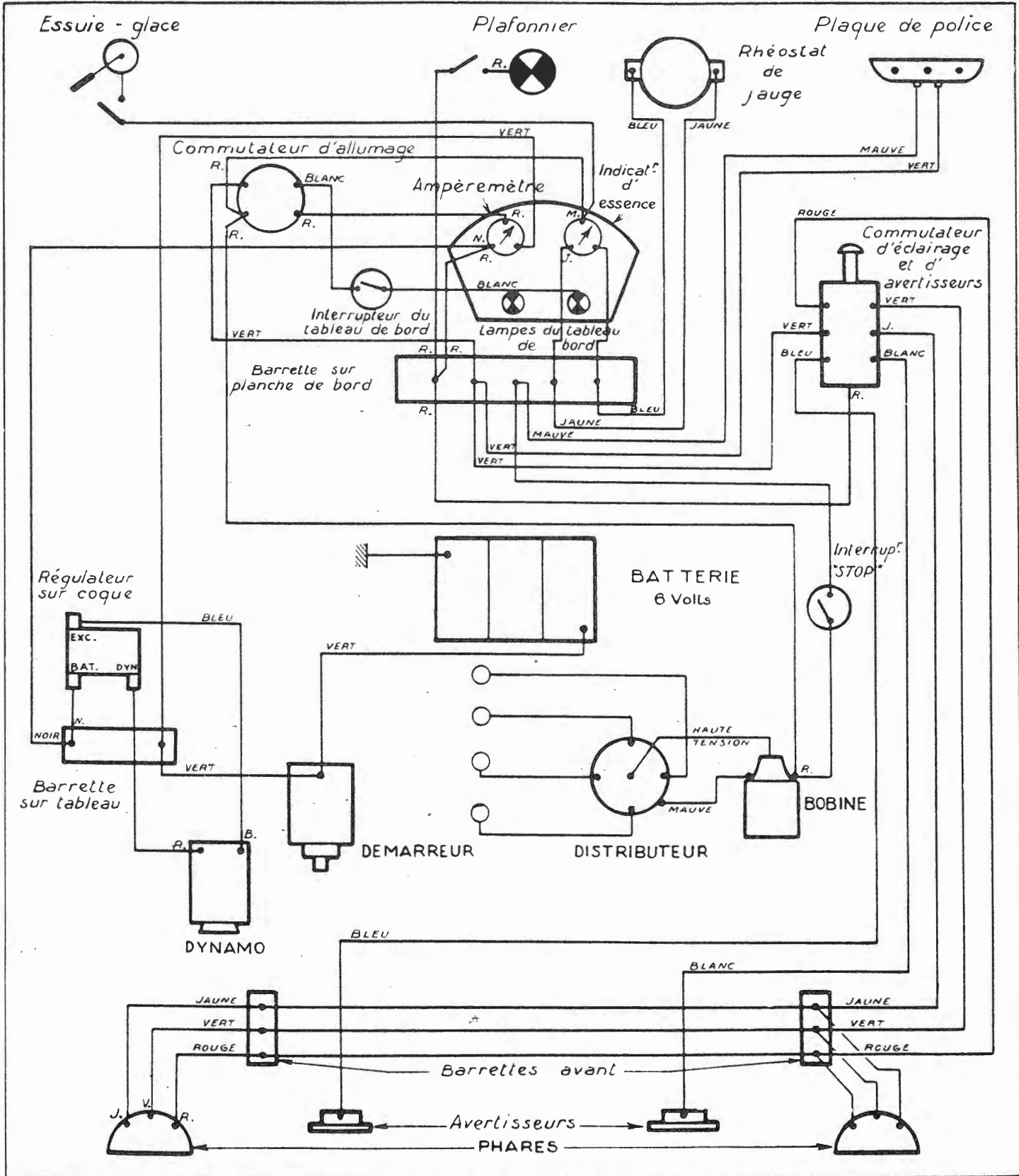
Details from Ian Nairn on 031 449 4569

SCHEMA ÉLECTRIQUE (depuis Juillet 1952)



Following the 1516 wiring diagrams and as promised in the last issue, these diagrams are for 4 cylinder models. They were kindly provided by John Shirley

SCHÉMA ÉLECTRIQUE (avant Juillet 1952)



Irish rivalry

It was an exceptionally mild February morning, but the atmosphere which greeted me as I opened the garage doors was chilly enough to crack an engine block. I had just driven home in a new, bright red Citroën BX – the last of a dying breed – borrowed from my local dealer. Now it sat on my driveway, in full view of the time-honoured garage occupants; these being a lofty, lemon yellow 1924 Citroën Model B2 open tourer and a black 1949 Traction 11B saloon. Can cars glower?they glowered!

Actually this particular petrol engine BX was the last specimen of the 12 year old range still available from the Irish Citroën distributors, a model considered by many Citroën aficionados to be the last of the marque's long line of family cars to remain true to old André's principles of automotive trend setting.

I was reminded of the day I arrived home with the Traction. One might have expected a purring welcome for the sleek newcomer, but the elderly tourer demonstrated its displeasure at having to move over and make room by showing a tedious reluctance to start up. One could indeed sense distaste on the elegant nickel grille fronting the sprightly old machine whose nose was most definitely out of joint!

But time is a great healer. Now they are co-habiting in perfect harmony. I think the B2 quickly came to appreciate the benefits of having a younger sibling around. She had never complained, but in truth she never really liked being taken out on those cold winter rallies; chugging over the Wicklow mountains in a dreary mist or trundling across a wind-swept bog road bravely straining to keep up with the spry old Rileys and Triumph Roadsters just wasn't her scene. Now the Traction took on these machines with relish, while the vintage yellow tourer delighted in disporting herself in style on spring and summer runs, not to mention picnic outings in the sun.

My everyday steed posed no threat whatsoever. For some years this had been a humdrum, never-go-wrong, oh-so-perfect mid-range saloon from the land of the rising sun and no doubt hardly to be a 'real automobile' at all! Indeed, the two occupants of the garage viewed the oriental with something bordering on contempt.

Of this I am certain. On one rare occasion when it wouldn't start, I was retrieving the battery charger which I kept in the B2's running board tool box when I thought I heard the tourer snigger!



▲ Jealous eyes

**...the vintage yellow
tourer delighted in
disporting herself in
style on spring and
summer runs...**

I decided it must have been a creaking rear friction damper until I noticed the Traction's grille, as I struggled in with the dead battery I could have sworn the curly front bumper smirked!

But now, with the arrival of a smart, classy, sophisticated and modern (relatively speaking) French car sitting on the driveway, well now, this was something else. This was a Citroën! Would they both

perhaps now be left indoors all year round? Would this progeny of the Rennes factory become the new weekend pleasure transport? Would old Kingdom Spider Brunell at last succeed in his relentless attempts to construct a bridge of cobwebs between them both, only being swept away when, as museum pieces, they were only shown off in their static glory to some visiting relative at Christmas? The B2 bristled and tilted her snooty nose yet higher.

I spent the morning polishing each of the Citroëns with extra care. I even pretended to fuss over little paintwork blemishes and fret over tyre pressures and suchlike. Only then did I sneak off in the BX for a long test run.

Any Citroën owner of days gone by would surely marvel at the BX TGS. He could not fail to be overwhelmed by the wonderful array of instrumentation, the controls layout, the performance, the

Anselm Aherne writes from the emerald isle with a tale of family jealousy and intrigue that shook the very roots of life at number 63



▲ **Anselm administers some TLC**

comfort and the ease of driving. But I missed the endearing quirks of the vintage B2; the way she could gain the undivided attention of new passengers with her method of going around rough corners at speed in a sideways hoppity-hop sort of way, the little hand-operated single wiper which allowed you a six inch expanse of clear windscreen to see through the rain, the foot pedal layout with the central accelerator squeezed in between the clutch and the brake, the excitement of wondering if the traffic lights would turn red when you were a hundred yards away leaving you nowhere near enough room to stop in time, driving up long hills in first gear with a reluctant parade of modern cars behind frustrated but too polite to complain, and of course the kids of all ages who grin widely at the ancient old lemon yellow machine, not to mention those on board.

And then, driving the BX lacked the

**...and anyway,
it's more exciting
driving the Traction,
especially as it's a
left hand drive version...**

pleasure of providing onlookers with an excuse to indulge in nostalgia. Actually it is the Traction, rather than the B2, that brings this out in the general public. The B2 is too far removed from their motoring experiences but the Traction Avant is another thing. So often you hear the comment: "My dad had one of those" or, "I remember going on trips in my uncle's, though his had running boards!" and never

forgetting the ubiquitous wing-knockers' "they don't make 'em like that any more!"

And anyway, it's more exciting driving the Traction, especially as it's a left hand drive version. There's the overtaking for instance. When you eventually pluck up the courage to pass the truck in front, you then have the huge rear blind spot there for you leaving you wondering if something else is already overtaking you! Or starting on a steep hill, when you have to reach over and try to find the hand brake lever cleverly hidden under the passenger-side of the dash. Not to mention three point turns!

But there is something so lovely about the mustard spoon gear lever protruding from the fascia. For me, being right handed, sitting on the left is so comfortable and convenient. And provided one takes one's time, it is a smooth change. Of course nobody would complain about the BX's self levelling suspension but the Traction's wheel at each corner design provides not only an excellent ride but also railway track road-holding on any corner. Where both the Normale and the B2 win out over the BX is in passenger space - especially in the rear. And of course in both the older cars all the floors are flat!

For its day, the instrumentation in the Traction was excellent with everything neatly contained in the illuminated console above the steering wheel. This isn't quite the case with the B2 which just has an ammeter and an oil pressure gauge, (although mine is also fitted with a dash-mounted map light - handy when you're lost at night on a wet Irish bog road, laughing about who made the navigational error while rally compatriots down hot Irish whiskys in the snug warmth of the sponsoring hostelry).

But, on a sunny day with the hood down, nothing can beat a drive in the vintage tourer. From its lofty seats the panoramic visibility is unequalled and the world is your oyster.

The BX was back at the dealer later that same day and never saw my driveway again. Strange to say, when we took the two older Citroëns out for a Sunday jaunt the next day, each behaved impeccably. Indeed it could almost be said that they vied with each other to prove that the older a Citroën gets, the more attractive it becomes.....and who could ever dispute that?

Anselm Aherne ■

**all
tractions
great
and
small**





The long and winding road ▲



◀
**'Play misty for me'
Yorkshire or Siberia?**

The backdrop for this year's Annual Rally was provided by the stunning Yorkshire Dales, made famous in recent years by James Herriot's veterinary exploits



**'Square Dance'
Concours line up in Masham** ▲

◀
Covering up on Coverdale

▶
**Malcolm Hamer
complete with flat cap
and tweed jacket**



They came from far and wide. They had travelled across water from Ireland, the Netherlands and Brittany. Many had travelled through water (flood water, that is!) from Lothian and London, Tayside and Tyne & Wear, Somerset and Surrey. All with a single goal; for this was the pilgrimage to Sleningford Water Mill, North Yorkshire for the 1993 TOC Rally.

Prior to the rally weekend, the weather had changed from hot & sunny, through hot & humid to cloudy and very, very wet.

Early Friday morning, 11th June, our departure to the rally site was delayed by a succession of telephone calls from anxious participants phoning to see if the event had been cancelled. No it most certainly had not! On our arrival at the rain-lashed campsite, we were encouraged by the owner's assurances that the River Ure was NOT about to flood, and the ground WAS well drained. Happily, both statements were true.

As we set about preparing the Rally HQ, we met with another unforeseen problem – the large scout tent that we had borrowed lacked certain components (namely pegs and jointing pieces!). The tent was to be our shelter in the unlikely event of rain! However, the problem was solved with the kind help of Bill Stockill, owner of the local Citroën dealership, who has scouting connections.

The afternoon went on, the rain abated and people began to arrive, many with tales of 'entertaining' journeys. Come the evening, the barbecue was lit and the 'bar' opened, with the beer delivered personally by Mrs Theakston from Masham's 'other' brewery, Black Sheep. Under leaden skies and a heavy mist, the food and drink was attacked with gusto and people greeted old friends and made new ones before retiring to tent or guesthouse.

► Saturday dawned with the promise of an improvement in the weather and on the campsite Mick Popka set off in search of large quantities of bacon in response to Barry Longden's idea of a breakfast barbecue. Some time later, Nico Michon arrived 'en Splendilux' – complete with bacon. It transpired that Mick's fuel pump had given up the ghost, and Nico had brought home the bacon – the breakfast was safe! Mick had a tow back to HQ and soon had his car ready for the convoy's departure.

The convoy was a wonderful sight – with no less than 48 Tractions driving through the beautiful Yorkshire Dales, much of it on twisty, hilly single-track roads. The 1 in 4 gradient of some of the hills seemed to come as a surprise to some (especially our Dutch friends!), but all the cars made it to the top where the stiff breeze certainly helped to cool the perspiring (in some cases overheating) engines.

It was then downhill all the way to Buckden, giving the brakes a good workout. Here the staff at the Buck Inn did an amazing job of feeding us all in a very short space of time. On to Aysgarth with its spectacular Falls and entertaining carriage museum, before a leisurely return to HQ.

The Saturday evening entertainment was in West Tanfield Village Hall, bedecked with Citroën flags and banners and filled to bursting with an ever increasing number of party goers. The bar was supplied by the White Bear, Theakston's own house, and the buffet was laid on by a local caterer with the music provided by the Contraflo jazz group.



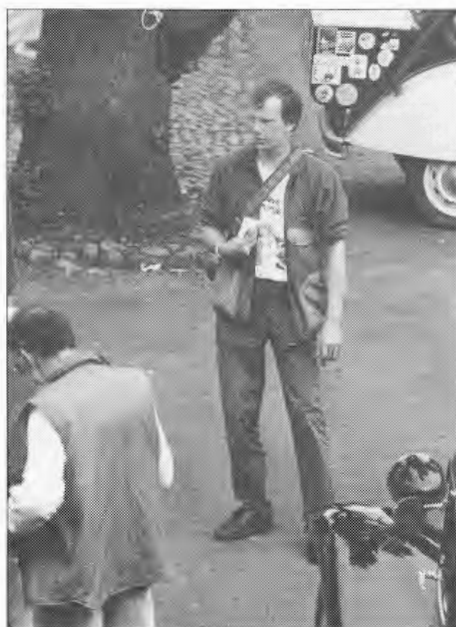
...the 1 in 4 gradient of some of the hills seemed to come as a surprise to some...



▲ **Lunchtime casualty?**

► **"You 've missed a bit, daddy" Andrew York and daughters**

◀ **If it's Sunday this must be Masham! Andy Cartwright seems unsure**





I fear Sunday morning arrived all too soon for some! However, there was the promise of a dry (even sunny) day. We weren't disappointed. As the fifty plus Tractions arrived in Masham and formed up in the square, the clouds parted and we saw the first real sunshine of the weekend.

The town square was now a hive of activity. Trade stands covering a host of needs from crêpes to crown wheels and pinions with music c/o Barry Longden's organ entertaining Traction owners and public alike. The whole atmosphere was very continental – with a just touch of Yorkshire! Frantic last minute cleaning and polishing spurred many covetous looks in the concours area. There was, in addition, much to do and see in the town itself, provided that is, you could drag yourself away from the square and the cars. The tours of Theakton's brewery proved popular (I'm sure Dave Gardner went on both!).

Eventually it was time to bring the Rally to a close, with the drawing of the raffle and presentation of cups to the worthy concours winners. The latter was carried out by Allen Rayden, Chairman of Masham Parish Council (a Citroën owner himself with two CX Safaris one owned from new covering some 330,000 miles). Thanks to Fred Annells and Bernie Shaw for very kindly allowing themselves to be press-ganged into judging the cars.

And so it was time for the farewells, as everyone departed whence they came, and Masham reverted once again to a peaceful North Yorkshire market town.

Andy Cartwright ■



▲ "Well don't ask me, I only came for the ice cream!"
Judging the concours

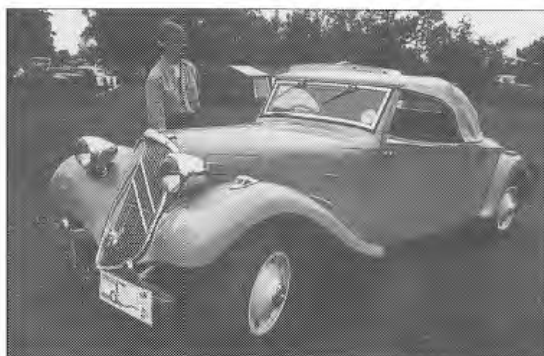
...the whole atmosphere was very continental – with just a touch of Yorkshire...



▲ Where have all the flat bits gone?
Nico Michon surveys the contours



◀ John Gillard presides over the ultimate in car boot sales



▲ Tony Stokoe and Roadster 'Wallet & Wheels'

Main Picture:
Masham town square
Sunday lunchtime

VEHICLES ATTENDING

French built:

| | |
|-----------------|----|
| 7 | 2 |
| 11BL | 11 |
| 11B | 12 |
| Commerciale | 1 |
| Splendilux 15/6 | 1 |
| 11BL Roadster | 1 |
| | 28 |

British built:

| | |
|------------|----|
| Lt 12 | 1 |
| Lt 15 | 17 |
| Big15 | 4 |
| 6Hydraulic | 2 |
| | 24 |

Total Traction 52

Others:

| | |
|---------|---|
| BX | 6 |
| ZX | 1 |
| CX | 1 |
| 2CV | 1 |
| Dyane | 1 |
| VW | 2 |
| Ford | 1 |
| Porsche | 1 |
| Bentley | 1 |

TOTAL CARS 67

Annual Rally Yorkshire Dales 1993



winners

first time entry

| | | |
|-----------|-------------|-----------------------|
| Winner | Andrew York | 1954 Normale, JVS 346 |
| Runner-up | Mike Holmes | 1953 Lt 15, BHC 502 |

best post-war car

| | | |
|-----------|---------------|----------------------------|
| Winner | Ray Andrews | 1955 Slough 6H, RLN 861 |
| Runner-up | Peter Stenner | 1952 Lt 15 (lhd), HRG 709W |

best pre-war car

| | | |
|--------|-----------------|------------------------|
| Winner | Crispin Forster | 1939 Paris 7C, SSU 480 |
| | | No runner-up |

best car in show

| | | |
|--------|-------------|-----------------------------|
| Winner | Tony Stokoe | 1939 11BL Roadster, SVS 201 |
|--------|-------------|-----------------------------|

master class

Not awarded

traction with least attraction

| | | |
|--------|----------------|--------------------------------|
| Winner | John Griffiths | Difficult to describe! JSK 195 |
|--------|----------------|--------------------------------|

Special Award

In recognition of his sterling efforts in support of the club, a special award was bestowed upon Barry Longden. The club has commissioned a special painting by John Griffiths of his organ, (plus his beautiful yellow U23 camionette)!



HELP!

toc MUTUAL AID

I need somebody...

North West

Ian and Jackie Smalley
5 Elworth Road
Elworth
Sandbach
Cheshire
0270 768856

Ireland

Wales

West Country

John and Mary Worthing
Spout House
Orleton
Ludlow
Shropshire
0584 74239

David Boyd
Tanglewood
New End
114 The Ridgeway
Astwood Bank
Redditch
Worcestershire
0527 892134

Derek Fisher
59 Prior Park Road
Widcombe
Bath
Avon
0225 429533

Terence McAuley,
Primrose Cottage
Church Lane
North Bradley
Trowbridge
Wiltshire
0225 761392

South West

Scotland

North

Midlands

John Griffiths
1 Dove Hollow
Hednesford
Cannock
Staffordshire
0543 425398

Steve Southgate
34 Woodlands Ave
Walsall
West Midlands
021 357 1056

London & Home Counties

Mike Lewis
Micklefield Green Farm
Sarratt Road
Rickmansworth
Hertfordshire
0923 261530/264542
0923 269400 Weekdays 10am - 6pm

Steve Simpson
44 Boleyn Drive
St Albans
Hertfordshire
0727 858691 home
0442 228385 work

David Gardner
33 Austin Drive
Banbury
Oxon
0295 251703

Peter Simper
215 Whitton Road
Twickenham
Middlesex
081 891 1093

South

Steve Reed
No.1 Terwick Cottage
Rogate
Nr Petersfield
Hampshire
0730 821792

The general idea behind Mutual Aid is to provide members on the road with a network of contacts in the highly unlikely event of a Traction proving troublesome.

Assistance on offer need not be full breakdown and garage facilities, indeed, minimum requirements are just a cup of tea and a sympathetic ear!

As you can see from the gaps in the list, a few areas still need covering. If you are willing to step forward, please contact the Editor - remember, you never know when YOU might need a shoulder to cry on!



North East

East

East Anglia

John Starke
The Cottage
Harts Lane
Ardleigh
nr Colchester
Essex
0206 231241

South East

France

Bruno Choquel
69 rue Victor Hugo
60160 Montataire
(near Creil 50kms north of Paris, 10kms from Senlis auroroute exit)
(010 33) 44 25 19 89

Annual General Meeting

SUNDAY 24 OCTOBER 1993
Commencing at 2.00pm
National Motorcycle Museum
Crow's Nest Suite

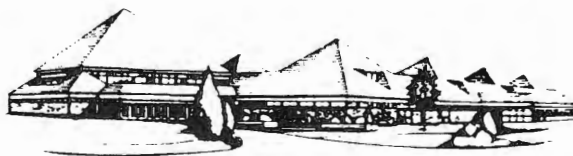
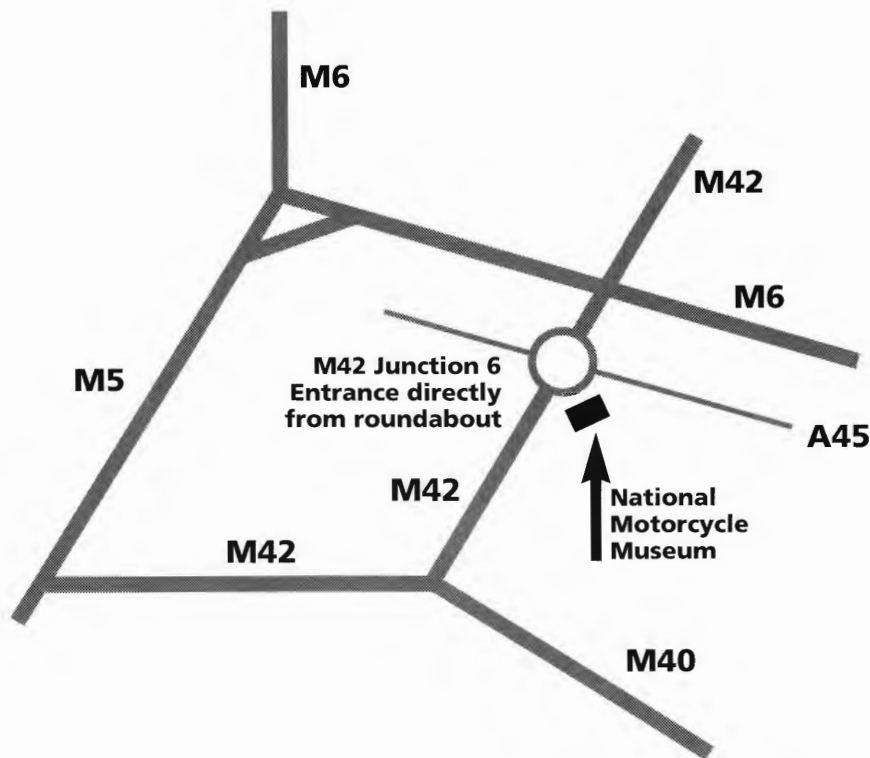
Although summer is hopefully still with us, and full enjoyment from the use of our cars has yet to be savoured, it is time again to think ahead to the club's AGM.

The National Motorcycle Museum proved to be a popular venue last year, conveniently sited in the centre of England, and offering respite from 'clubtalk' for those family and friends not attending the meeting itself.

A positive attitude to club business is needed from all quarters, members most definitely included, if the club is to progress. Most importantly the TOC is YOUR club, so do come along, meet the officers and have YOUR say in the club's future.

Agenda will include election of officers, statement of accounts, report of club activities and other points of discussion.

If there is anything you specifically want to discuss at the meeting, please put it in writing to the club secretary Steve Reed at least 14 days before the AGM. (Steve's address can be found on the contact page, inside front cover.)



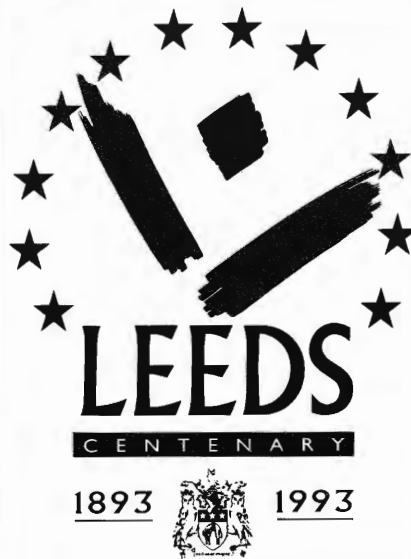
NATIONAL MOTORCYCLE MUSEUM

Bogay Hall, Henwood Lane, Catherine-de-Barnes, Solihull, West Midlands
Telephone: 021 704 2784 & 021 704 4844

THE NATIONAL CLASSIC MOTOR SHOW

NEC Birmingham November 20th & 21st
Advance tickets £5.50
(Admission at the show £6.50)

PLUS SHOWS LTD
Tel 0344 486385



National and International Events

August 6 - 8 C.C.C. Scottish Rally

TOC members are duly invited to attend the Citroën Car Club (Scottish section) Rally at Doune Motor Museum. Further details from Ian Nairn tel 031 449 4569

August 22 Riverside Rally South Bank, London

The third year for this growing event, organised by Traction specialists Classic Restorations, and expected to be the best yet. The ever popular Gabriel's Wharf is this year's venue where John Gillard and crew have planned a full day of family entertainment and with Haywards Gallery, the National Film Theatre and Museum of the Moving Image all close by, there really is something for all tastes.

Telephone Classic Restorations for more information 071 928 6613

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

September 10 - 12 CCC Rally, Stratford upon Avon

Generally acknowledged as the best CCC event of the year, held at the Stratford Racecourse

September 18/19 Offley Port Classic Festival Longleat, Wiltshire

This two day festival is a new event in the classic motoring calendar. As well as vehicle displays, memorabilia, auto jumble etc., there will be the added attraction of hot air balloons each evening with helicopter rides, parachute and aircraft displays throughout the weekend. Enquiries about exhibiting cars or purchasing tickets - 0761 411121 (fax 0761 411821)

October 23/24 Epoqu'auto International Lyon

Second only to the Paris Retromobile, this is one of the biggest international exhibitions for antique and collectors cars and motorcycles.

Organised by Les Amateurs D'Automobiles Anciennes de Lyon.

Tel 010 33 78 24 77 74 (fax 78 52 40 21)

November 20/21 National Classic Car Show NEC

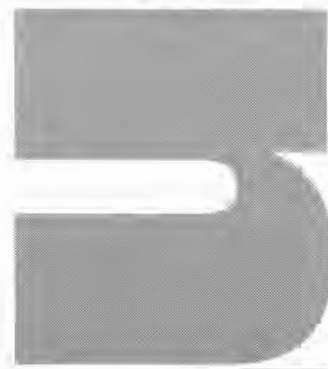
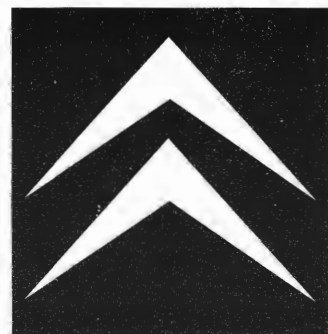
Major end of season show with a strong emphasis on classic vehicle clubs and their activities.

Alongside the clubs will be some 300 autojumble stands and the final of the National Concours Championship will also take place. For advance tickets, see page opposite.

The TOC will be present, and your assistance, as always, will be appreciated.

Please phone Stan Barker on the Helpline if you can lend a hand.

For information on any of the above events, please phone the Helpline, 0425 74476.



Immobilе Traction?

Another pair of contributions. This time rather more relevant for Tractionistes.

The main one is the index for technical articles I promised I would make at the AGM last year. This is in four sections covering technical tips, special tools, general information and 'our cars'.

The other is a complete surprise. The local department store, Bentalls, did a leaflet drop when it opened a new department recently – and lo! – the back page! You may be as miffed as I was at the implication of fallibility but nevertheless, it's a Traction!

Alec Bilney
Kingston-upon-Thames
Surrey

Perhaps they should have featured a Wartburg Knight (remember them?) instead!

As mentioned in the Editorial, I hope to include most of Alec's extensive research next issue, but take this opportunity to thank him for collating the relevant information.

I understand the club is looking at updating and reprinting the technical info in a separate publication (see Mike Lewis's letter).

Sticky Kiwi

I've just re-joined the club after a lapse of eight years or so. Having had a Traction when a student in '66, it was always my ambition to run one again, once I had the necessary to house and maintain it. That happy day has dawned and I've imported a Slough Light 15 bought whilst I was in New Zealand.

Two months inside what must have been a very humid container resulted in the clutch being stuck fast, so I was very interested to read (after the event!) Roger Williams' article (April '93) on the unsticking thereof. I used a slightly different – and less exciting – method in that I jacked up both front wheels, started the engine in third gear, revved up a bit and dabbed the brakes a few times with the clutch depressed. This should mean less strain on the starter to get the engine running (even better would have been to start up in first and change up, albeit clutchlessly), and in third gear, less strain on the transmission onwards from the second shaft for the same torque at the clutch as by Roger's method. On the other hand, with the higher gear, and not having to decelerate the whole car, just the wheels and transmission, the scope for overdoing it and damaging the gearbox may be even greater. An inner cardan yoke broke not long afterwards.....

A view I've seen expressed in recent issues of Floating Power (and Citroënian) is a desire for more technical information. With a Traction needing work and very little past experience, I sympathise, but it occurs to me that a club magazine is perhaps not the best medium for satisfying this particular hunger, especially for new or recent members. If your lower sprocket wogglers are giving you grief you'll want to know the ins and outs of it now, and even

if you have access to all the previous issues, it would be quite a task to go through them in the hope of finding something relevant.

An answer might be to find some poor sod willing to extract, edit and reprint past technical info. in an indexed and accessible form. Instant expertise all round! Information is (floating) Power! Power (floating again) to the People! etc., etc. Mr Editor, Ladies and Gentlemen, I could be that poor sod! – well, I'm willing to have a try, anyway. (I've been looking for an excuse to get to grips with word processing.)

As a very new recruit (I was totally non-participating in my previous period of membership) I know none of the ropes or the people, so I hope I'm not being presumptuous – maybe it has been tried before, maybe it already exists and I haven't found it yet, maybe.....

Does anyone see any snags? One might be that the exchange of technical information is a significant social lubricant, and to reduce the need for that might result in reducing 'Noggin & Natter' evenings to 'Noggin & Nothing' evenings – visions here of declining numbers of equally well informed members staring wordlessly into their beer – but I doubt it; there will always be more to say.

What do YOU think?

Mike Lewis
Rickmansworth
Herts.

Thanks, Mike, for volunteering your services, I hope a few more will follow your example!

The idea of a technical booklet was discussed at the last AGM, and I believe that moves are afoot for its production.



Congratulations

A few words to say, I enjoyed the Rally with my wife last weekend, it has been some time now since I attended one and it did please me to see just how enthusiastic everyone is concerning these cars. From a small band of enthusiasts some 17 or 18 years ago I did have some feelings as to whether it might really get off the ground – how wrong these have proved! For two years under the wings of the CCC things moved on to enable the TOC to stand on its own two feet.

I have included a picture of the Trophy won by the club stand at the recent Top Gear Show at the NEC, once again well done to all involved.

Finally, I was sorry not to have seen you at the rally, someone told me you were only there on the Saturday? A big hand has to go to the organisers, it can be quite a headache to get things going to plan.

Fred Annells
Bourne
Lincs.

Just for the record, Fred – I was there all weekend! Taking photographs for the rally report most of the time!

First Acquaintance

Many years have passed since we left the ferry 'on the other side' and having travelled just a short distance were startled by a Traction suddenly appearing round a bend on the wrong side of the road. This was my first acquaintance with the breed in its native habitat and although shocked, I was also impressed with the obvious good road-holding and ability of the driver (complete with beret and Caporal dangling from the side of his mouth) to retrieve what appeared to be a hopeless situation relatively easily.

It was perhaps inevitable that I should have such a machine but it wasn't until the end of 1991, some 36 years later, that I became the proud owner of a 1952 11BL. The rest of that winter being used up by removing some irritating electrical faults. Much mechanical work has been carried out since and may I say how fortunate I am to live close to Chipping Norton, the home of Jonathan Howard, without whose expert help I would have been scuppered. Also Dennis Ryland is not a million miles away - who could need more?

My first real excursion came in May '92 to the Prescott Hill Climb. Having enjoyed a certain amount of success there during the sixties, it seemed only natural that I should return with my new love. It was suggested that I line up with some of the 'bugs' and the Citroën caused much interest to spectators and competitors alike. I hadn't been near the place for some thirty years and the paddock was full of memories not to mention a few ghosts - but that's another story.

I began with my first experiences of a real live Traction in France about 1955, may I conclude with a little story from the same holiday all those years ago.

We had toured down as far as Venice and were returning via Paris where we had been invited to stay with a M. Harras, an



▲ In good company - Peter Gaskell's 11BL at the Prescott Hill Climb

enthusiast and hotelier. We hit Paris at 5pm and having difficulty locating the hotel, we stopped in front of a Traction whose driver was having an animated conversation with a Gendarme whose attention we managed to attract by waving a map. Eventually he strolled over and we pointed out to him our destination. We were then somewhat surprised when without a word he went back to the Traction, to return a few minutes later indicating with much sign language that his friend behind had broken down and would be most grateful to show us our hotel if we would push him across Paris bumper to bumper at the peak of the rush hour! We collapsed at the thought of the same thing happening at home!

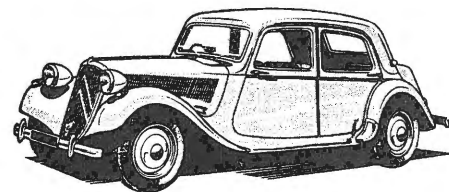
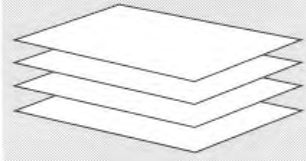
There were other moments (I have misty memories of a tall blonde and a 2CV) but perhaps some things are best left to the memory.

I very much enjoy the new look Floating Power and hope to get out and meet more Tractionistes during the year.

*Peter Gaskell
Moreton-in-Marsh
Glos.*

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



Model Cars Stolen

My husband's collection of model cars, mostly Lt 15s has been stolen from our house. Could your readers let us know if anyone has seen or been offered the collection of over fifty cars (mainly Traction of various types and sizes).

Also taken were a black china Lt 15 table lamp and some glass models, along with a pewter Traction and 2CV and tin Jaguars.

Some of the model cars represent our various rallies around the world and are signwritten to that effect.

As you can imagine, John is heartbroken at their loss and we would welcome any leads as to their whereabouts.

Thanking you in anticipation.

*Josie and John Waghorn
Honeysuckle Chart
Leazes Ave
Chaldon
Surrey
CR3 5AG*

Please contact John or Josie direct if you have any information that might help.

Swedish Pride

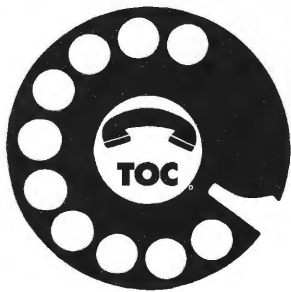
I have always enjoyed our club magazine and appreciated its content and layout. The recent changes have added even more to the attraction of the magazine.

I feel even more enjoyed, of course, when I find a picture of my own car (OSU 197) on the cover (June 93).

As you can see from the chevron badge on the car's windscreen, I am also a member of the Swedish Traction Club (Svenska B11-Klubben). Has the TOC a regular exchange of magazines with the clubs in other countries, so that the Swedish Club will receive a copy of this issue? I think they will feel rather proud of having had one of 'their' cars at Earls Court (as I am).

*Thomas Eckered
London*

The club sends copies of Floating Power to most Traction clubs worldwide, including the Swedish B11-Klubben.



HELPLINE

0425 74476
(24hr answerphone)

When phoning please give:

- 1) Your name
- 2) Your phone number
- 3) Reason for calling

A revised spares list is under way, in the meantime the following is a list of re-manufactured parts available from the club spares operation.

Re-manufactured Parts

| | | | |
|------|--|-----|---|
| F1 | Steering rack gaiter | H7 | Crown wheel & pinion – 9x31 (10x31 available to order) |
| F1a | Rack pin rubbers | K1 | Top hose – 6 cyl |
| F14 | Rear mud flaps | K1A | Top hose – 4 cyl |
| F17 | Filler pipe grommet – big boot | K1B | Bottom hose – 4 cyl |
| F18 | Filler pipe grommet – small boot | K4C | Speedo cable (plastic covered) – English cars |
| F19 | Gearbox mounting bush | K4E | Speedo cable (plastic covered) – French cars |
| F29 | Scuttle vent seal | K46 | Number plate plinth – Slough small boot |
| F33A | Wiper shaft grommet – Slough big boot | | Driveshaft (CV joint & cardan) are available for all 4 and 6 cylinder models |
| F33B | Wiper shaft grommet – Slough small boot | | Wiring looms are made to order |
| F41 | Rear engine mount (exchange) | | |
| G10 | Complete stainless exhaust system – 4 cylinder | | |
| G11 | Complete stainless exhaust system – 6 cylinder | | |

All enquiries regarding club spares to:
Dennis Ryland
'Woodholme', Frithwood, Brownhill,
Stroud, Gloucestershire GL6 8AD



New Members

| | | | |
|------|---------------------|---------------------|-----------------|
| 1176 | I P Mitchell | Cheltenham | Gloucestershire |
| 1177 | J S Marten-Hale | Clapham | Bedford |
| 1178 | R A Ratcliffe | Ballasalla | Isle of Man |
| 1179 | E M Stewart | Montflanquin | Lot et Garonne |
| 1180 | N Dowsett | Kenley | Surrey |
| 1181 | H Watts | Carterton | Oxfordshire |
| 1182 | J Osborne | Westbury-sub-Mendip | Somerset |
| 1183 | D Baird | Newtownabbey | Co. Antrim |
| 1184 | N Chapman | Weston-super-Mare | Avon |
| 1185 | Miss C Pope | St Ouen | Jersey |
| 1186 | D L Knight | Islington | London |
| 1187 | G J Mills | Chelmsford | Essex |
| 1188 | J H de Bruin | Plumtree Park | Nottingham |
| 1189 | G L Fyfe | Great Glen | Leicestershire |
| 1190 | B Jones | Deviot | Tasmania |
| 1191 | K D Cocker | Perth | Scotland |
| 1192 | S W Clarke | Wisbech | Cambridgeshire |
| 1193 | I Nixon | Thundersley | Essex |
| 1194 | C Maharry | Carlton | Nottingham |
| 1195 | M Soubeyran | London | |
| 1196 | J F de Stefano | Highmoor | Oxfordshire |
| 1197 | A P Lengton | Rotterdam | Netherlands |
| 1198 | R A Brouard | Forest | Guernsey |
| 1199 | C Hamilton-Gould | Souldern | Oxfordshire |
| 1200 | J D Prescott-Thomas | Lower Langford | Avon |

CLASSIC



RESTORATIONS

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of the year*

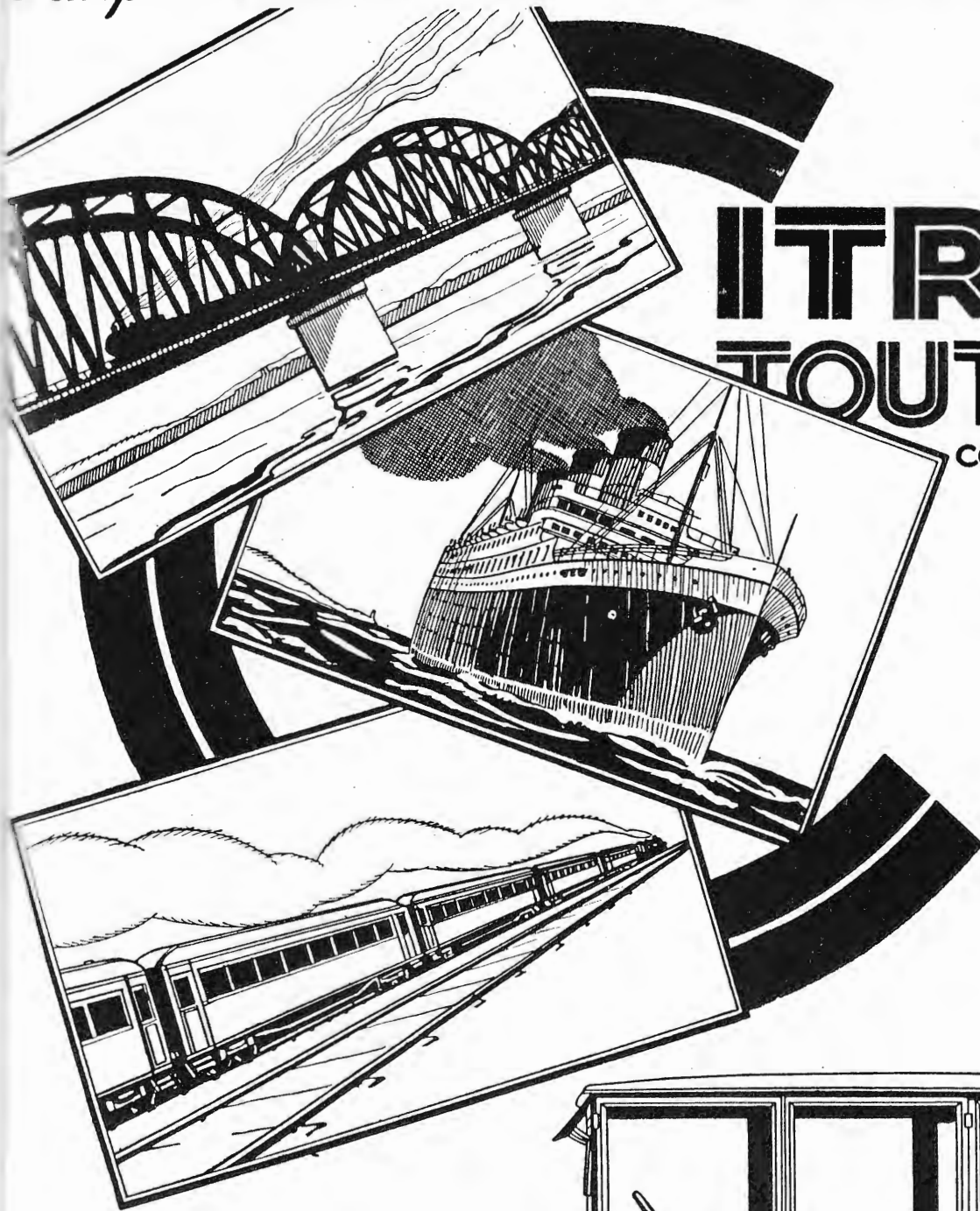
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August 22**

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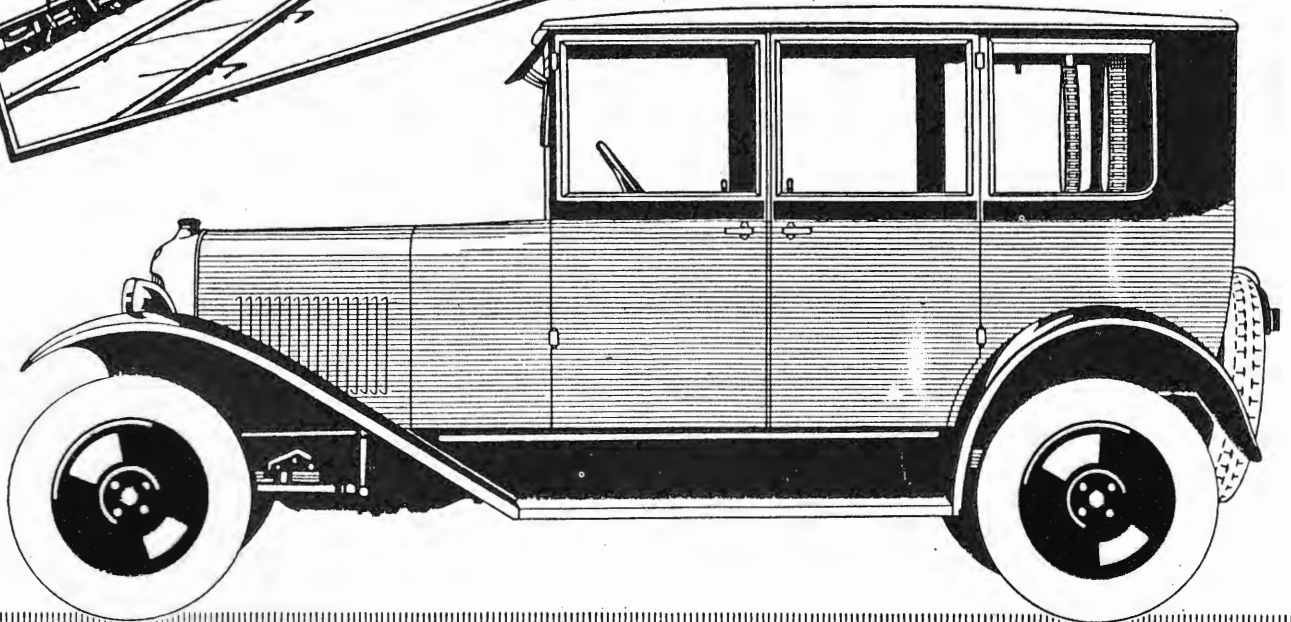
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For Sale or Part Exchange

Citroën Maserati 3 litre SM
Ex Sacramento USA,
one owner, utterly perfect but
starter motor stuck!
Value £12,500.
Looking for pref. restored
Slough Traction, willingly
exchange cash either way.
Please phone Alan Smith
on Bristol (0272) 249821
after 8 pm

For Sale

1955 Normale 11B
Excellent condition
Black, full MoT
Last owner for ten years
£7250
For more information, phone
021 357 1056
Steve Southgate

For Sale - Breaking

Citroën Light 15, RHD,
Type 11CL8, chassis 138718.
The car is complete.
If you would like more
information please phone
Neil Bougourd
0626 55714

For Sale



Traction Légère, small boot
Paris built 1952
Superb example.
Complete and reliable.
69,000 kms, MoT
£6950
Please phone Chris Ford
0263 712160

For Sale

1939 Slough Light 15
Two-tone black / grey with
sunroof. Complete restoration
to the highest standards
undertaken in the past three
years. A sheer delight to drive.
Totally original -
any inspection invited.
£8,500
Tel 0252 795423
Rodney Burn

For Sale

1951 Slough Light 15 for
restoration. This car is
extremely sound with very
little rust to shell and would
make an ideal restoration
project. Work has already
started with a stainless steel
exhaust and new wiring
harness.
£2750
081 866 9392 Roger Waters

For Sale

I have recently heard from a
friend in France who has told
me about the following cars:
1954 11C
1956 11B
Both vehicles are complete
with original documentation
but require substantial
renovation.
Contact me for further details.
R.J. Reed
2, Apsley Road
Plymouth
PL4 6PJ

PARTS FOR SALE

For Sale

Petrol tank filler pipe rubbers
(large and small boot)
£2.50 each + 30p s.a.e.
(large enough for the rubber)
'H' van radiator hose set
(three hoses) £17.50 per set +
£3.25 P&P.
Driveshaft inner bearing ring
nut spanner (with reinforced
ring around teeth for those
nuts that are very tight).
Cost £28 + postage to cover
2.75lbs weight.
Ball pin adjuster for the track
rod end. £11 + £1.50 P&P.

Mike Tennant
49 Hollywell Road
Mitcheldean
Gloucestershire
GL17 0DL

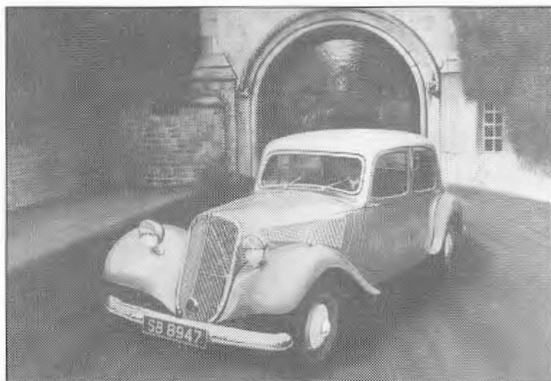
For Sale

Complete engine and cylinder
head for 11CV Traction.
£150 ono also gearbox for
above £50 ono.
Set of four 'Speed' overriders
for Paris built Traction £35
Tel 0582 664685 evenings

tocSPARES

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reasonable rates

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0453 883 935

For Sale

Crown wheel and pinions
9x31 £250 inc VAT
10x31 £275 + VAT
New Driveshafts, CV type
with new inner carden
(no exchange or reconditioned
parts)
Lt 15/Big 15:
Taper fit £250 + VAT each
Splined fit £325 + VAT each
(includes conversion of your
brake drum)
Big 6: £800 + VAT per pair
Many other parts for
Traction being manufactured
Please phone for further
details
Derek Fisher 0225 429533

For Sale

Radwar rear alloy wing
guards, extended type.
Not a pair, but two of the
same side! Unused.
Also a set of Michelin cross
plies (165x400) for those who
must have originality. Good
treads, side walls acceptable.
Tel 0274 683848
Stan Platts

DON'T FORGET

You can include a photograph
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with your advert (all classified
adverts are free to members).

Gearbox Overhauls

Also new bearing/oil seal
flanges supplied and/or fitted.
Diaphragm clutches and all
types of mechanical work for
your Traction including
4-speed conversions.
Contact Roger Williams
35 Wood Lane
Beverley
HU17 8BS
Tel/fax 0482 863344

WANTED

Wanted

Brochures or handbooks
relating to post-war Light 15.
Also Bluemels steering wheel.
Michael Wood
0238 528221

Wanted

Passenger sun visor for RHD
Lt 15. Also one pair of front
wing guards for Lt 15.
Tel 0274 683848
Stan Platts

BACK ISSUES WANTED

The club has had a number of
requests for early back issues
of Floating Power.
If you can help, please contact
the membership secretary,
Peter Riggs
2 Appleby Gardens
Dunstable
Bedfordshire
LU6 3DB

Wanted

11D engine
Complete if possible!
John Starke
0206 231241

Wanted

Can anybody help with details
of how a sun roof on a 1934
Rosalie works? Also, has
anyone a workshop manual
for sale or one that I may
photocopy?
081 866 9392 Roger Waters

Wanted - For Sale - Swap

50 issues of Double Chevron
in mint condition for sale,
wanted early teens issues -
will buy, swap etc.
Also wanted 'Floating Power'
Vol 13 Nos 1 & 2 and Vol 14
No4 to date.
Can anyone help with these?
Tel 0274 683848
Stan Platts

Wanted

Small boot French Normale,
must be in good running
order etc., prefer original
condition but will consider
restored car with history.
Good price paid for the right
car!
Tel 0582 664685 evenings

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All advertisements are accepted in
good faith by the Editor but no
representations are made as to the
truth or accuracy of the same.
Readers should therefore satisfy
themselves as to the suitability of
goods and/or services offered before
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No recommendation of any goods
or services should be inferred from
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