



DS-6659

*Floating
Power*

february
ninety
four

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For details of area meetings,
please contact your local organiser

Floating Power

THE MAGAZINE OF THE
TRACTION OWNERS' CLUB

VOLUME EIGHTEEN ISSUE SIX **february**
ninety
four

So, this is 1994 – it only seems like ten years ago when it was 1984.

“And in a packed programme tonight”, if the events diary is anything to by, this year seems set to be a busy one, not least because 1994 is the Traction's 60th birthday. Its arrival back in May 1934 heralded a revolution in popular motoring across the world. So, together with important Anglo -French celebrations...

- D-Day 50th Anniversary
 - Opening of 'Le Tunnel'
- ...and a packed calendar of events on the Home Front, don't blink – you might miss something!

This first FP of the new year includes an important article by Roger Williams, beginning a technical series looking 'up front' at Tractions.

Enclosed with this issue are booking forms for the two main events of the year – the TOC annual rally in Cheshire and a special Heart of England tour celebrating the Traction's sixtieth year.

News from the Kingdom of Yorkshire – Andy Cartwright and Lynn Clarke are taking over as contacts for the Northern section, our thanks to Jim and Liz Rogers for holding the fort for the last few years.

Lo and behold, your wishes are granted:

- a set of special Traction tools for each section,
 - reprints of technical articles, AND
 - a new parts list
- will all be available toute suite.

Looking ahead to the April issue: Dick Davies spends 'A Year in Traction', rear drive news from Malcolm Bobbitt and get your cheque books ready, it's membership renewal time.

March 17 is the next issue's deadline.

John Starke

PS

Floating Power can never have enough articles or contributions, this is your magazine, SO SEND SOMETHING IN!

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cover picture
DS 6659
photo Sam Wells

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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Roadster to attempt record run

DAVID BOYD and his son Marc are to attempt a 'record breaking' run in a 1938 Slough Roadster. Timed to coincide with this year's Top Gear Classic Car Show, David hopes to raise money for the Anthony Nolan Bone Marrow Trust as well as plenty of publicity for Traction and the TOC.

The show's theme is Record Breakers, and, appropriately enough, the TOC stand will feature François Lecot's famous 1935/36 Raid in which he covered 400,000kms by driving back and forth between Paris and Monte Carlo. The 'Roadster Run' will leave the Top Gear Show at the NEC Birmingham for John O'Groats, then head south to Land's End, before returning to the NEC 48 hrs and some 1700 miles later. David admits that: "...the most the car has been driven in one day is 650 miles. Completing this run in 48 hours will mean an average speed of about 40 mph and that could take some doing! It will also take a lot of organising, not least for fuel to be available in the more remote areas. We are hopeful that TOTAL will sponsor us for all the fuel and oils that will be needed."

If you would like to sponsor David and Marc, either for an amount per 100 miles completed or simply a maximum figure (no matter how small) they can be contacted at:

Tanglewood, New End, 114 The Ridgeway, Astwood Bank, Redditch, Worcs B96 6NA Tel. 0527 892134



THE TEAM – David and Marc Boyd – plus roadster

THE LIST

THE 1994 TOC PARTS LIST has been compiled and is being printed even as you read this! Unfortunately not in time to be sent out with this issue of FP, but you will receive a copy when you renew your subscription in April.

new number



0425 674476

HELPLINE

0425 674476
(24hr answerphone)

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

Membership renewals

YES, it's almost that time again!

As with last year, renewal forms will be sent out with the April issue of Floating Power; and also as last year, there will be a strict cut off date for their return.

Subscriptions must be sent in by June 1st, otherwise you will be deleted from the membership and you will be taken from this place and sent forthwith to a land of torture and torment where Traction means lying in a hospital bed with your legs in plaster suspended from the ceiling. Oh, I almost forgot...you won't get any more Floating Powers either!

SO BE WARNED!

Claret 'n' classics

ENTRIES are now being taken for this year's Claret and Classics tour of the Bordeaux wine region in France. No doubt some readers will remember the 1993 tour which was featured on BBC's Top Gear. Social and competitive events should provide something for all entrants. Details from Roger Deeley on 0934 626136.

.....in brief

■POPULAR CLASSICS magazine last month (Jan 94) featured a six-page spread on the Traction, describing it as "the most significant French car ever."

■TODAY'S THE DAY, the afternoon quiz on BBC 2 hosted by Martyn Lewis, features a Traction in the title sequence! Amongst news footage of important moments of recent history, a Traction is driven at speed onto a ramp in order to flip the car onto its side. Stunt driving for an early Citroën ad perhaps? Who knows? If you do, write in and tell us.

■INTERESTED in Citroën models and books? The recently launched Citroën Model & Memorabilia Collectors Club offers a quarterly newsletter with information on new models and books and articles on old models. There is also a listing of all known Citroën models, part of which is included in each issue. This will eventually make up the first ever reference list of Citroën models, which, at the last count, totalled an astonishing 619 rear drive and 607 Traction models! Telephone David Conway for more info 0734 783533



**The right tools
for the job –
coming soon
to YOUR area**

TOOLS ARE IMMINENT

AS reported in December FP, sets of special Traction tools have been ordered and we understand that delivery should be effected before March. With this in mind, the TOC committee have decided upon the following hire rates and conditions:

- The sets will be hired out as complete sets, as opposed to individual tools.
- A £50 deposit will be held until the tools are returned in good order.

- The hire charge will be £10 per week, maximum hire period two weeks.

The club is arranging for the tools to be available via your local area contact (see inside front cover).

All the sets will be in a robust box with full instructions for their CORRECT use and in the interests of the tools, your car the club and YOU – please observe them!

Reprint lift-off

JUDGING by the response to the recent announcement that the club can now supply copies of articles from the Floating Power archive, this looks like being a runaway success. The copies, which are produced to order, are available via the editor at a cost of £1 per article.

But don't forget – the availability of technical articles in FP depends heavily on YOU. Without new articles being submitted, the Techtorque service will stagnate, to everyone's disadvantage. If you have any hints or tips or longer messages of hope for the struggling Traction Owner, SHARE IT WITH US!

Amicale news

THE last A.C.I. newsletter was sent to some 200 Citroën clubs worldwide and thus acts as a means of communication between all clubs globally.

News for those who attended the 9th ICCCR in Denmark, and are still waiting for the book of the rally to be published. Apparently there have been some financial problems but hopefully these will soon be resolved, and you will be able to add the book to your collection.

10th ICCCR has been confirmed!
The time: 25/8/95 to 27/8/95
The place: Burgundy, France
Full details will be announced later this month. Check the events page next issue for news.

Next meeting of the A.C.I. will be in Paris during Le Retromobile, the TOC will be represented.

It's a cracker!

TRACTIONS turn up in the funniest places, don't they. Even in a Christmas Cracker! I ended up with three plastic Traction this Christmas, all courtesy of Christmas crackers and all unmistakably Traction, albeit rather flat ones. Michael Wood sent in two from Ireland, one bright yellow and the other lime green!

C'est un Grand Life

All Traction enthusiasts will be pleased to hear that 'Le Grand Livre de la Traction' is back in print. The book, by Citroën aficionado Olivier de Serres and published by E.P.A., is regarded by most as the Traction owner's bible.

For sale at £59.95 plus £3.50 postage, you can reserve your copy by contacting David Conway on 0734 783533.

section scene



NORTHERN

Jim and Liz Rogers have decided to take a rest from organisational activities. Our thanks to them for flying the TOC flag for the last few years.

Andy Cartwright and Lynn Clarke will take over as contacts for the northern section. Andy and Lynn organised last year's annual rally – arguably the best ever – and probably have a few events up their sleeves for the Northern Section in 1994. (They must have big sleeves!) They can be contacted on 0532 561286.

IRELAND

As you will read in this issue, last year saw the first Irish Citroën Rally. The second one will take place on the first weekend in August. More details next issue.

PEAK NEWS

During 1994 we will continue to meet on the first Sunday of the even month from 12 noon onwards at the Bull I' Th' Thorn, EXCEPT in April – the first Sunday is Easter weekend and so we will meet on the 10th instead. Please take note.

The year's events are in the process of being organised, so watch this space!
Bev & John Oates 0298 78473

THE EASTERN SECTION

enjoyed a convivial evening at the Marlborough Head, Dedham, just before Christmas. One of the items discussed was a drive out to Southwold on the Suffolk coast. Next meetings will be at The Lamb, Lamb Corner, Dedham on the evening of Tuesday 15th February.

If you are interested in coming along, please phone John Starke on 0206 231241.

WEST COUNTRY

The West Country group meets on the second Sunday of alternate months.

The next gathering will be on March 13 at The George, Bathampton (over the toll bridge from the A4).

Get the Traction out and join us – join us even if you can't get the Traction out!

Contact for the West Country group is Steve Hawes on 0275 817973.



Toni, Sabine and transport

The Happy Threesome

Sabine Weber displaying the latest in Traction fashion legwear. Innsbruck, Austria

In this, the first in a series of articles on the 'business end' of 4 cylinder Tractions, Roger Williams describes the existing drivetrain and suspension and the criteria he used to design a replacement driveshaft. A future article will cover the practical aspects of changing a driveshaft.

up the front

Throughout the articles, the Light 15 or 11BL (Légère) will be referred to as a narrow bodied car and the Big 15 or 11B (Normale, Commerciale, Familiale) as a wide bodied car. Although there is a difference in the size of some of the mechanical components of the two types of car, they are minimal. To allow for the difference of 120mm in the width between the two types some transverse parts are different. The most obvious ones are the engine mountings, front cradle/cross member and the driveshafts.

Fig. 1 shows an original driveshaft and Hub/bearing assembly. (Note that the hub and inner bearing nuts are right hand thread on the left hand side and vice versa.*) Most manufacturers try and utilise standard components but Citroën seem to delight in the use of anything which is non-standard. In addition to the use of odd sized components within the drivetrain, there was an inherent fault, only corrected in recent years, in the design of the cup/needle rollers in the double hooks joint in the driveshaft and the inner cardan. These rollers in the original parts had the ability to 'bunch' which effectively gripped the end of the inner cross and the cup, causing the latter to rotate in the body of the joint. Once a cup had moved a few times and broken the interference fit to the body, the latter became useless. This fault was not helped by the fact that the seals to the cups were not always able to stand up to the harsh environment of the hub area. The joints were open to the elements with no form of protection fitted. The fitting of a protective metal tube and rubber boot to reconditioned driveshafts helped matters, but in the majority of cases the damage had already been done.

* The sides referred to are as viewed from the driver's seat.

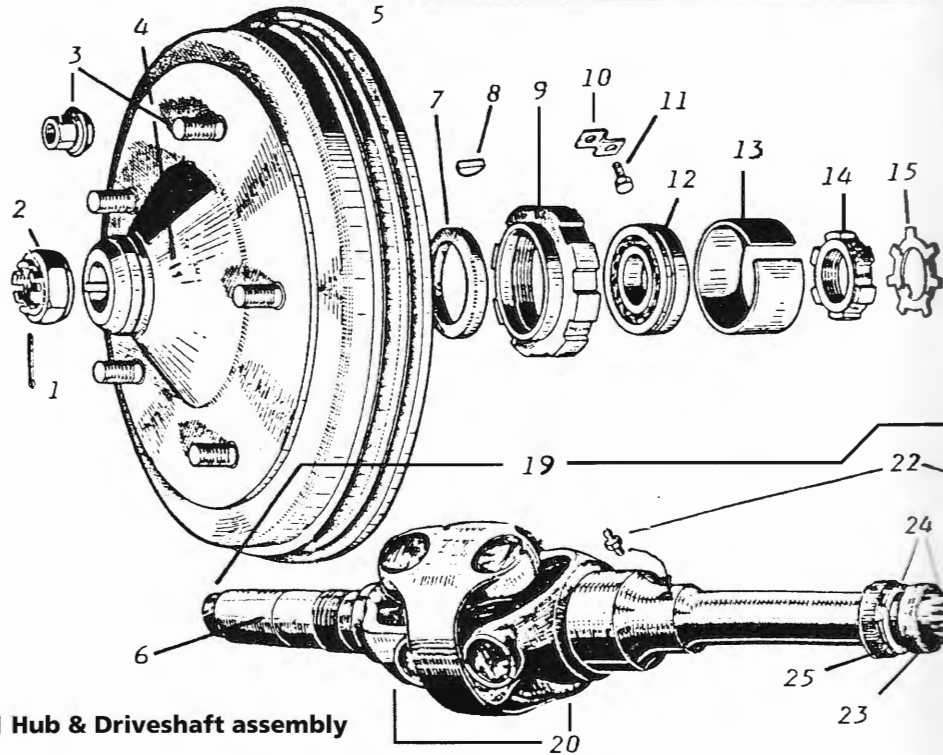
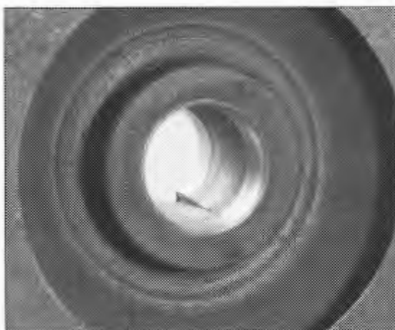


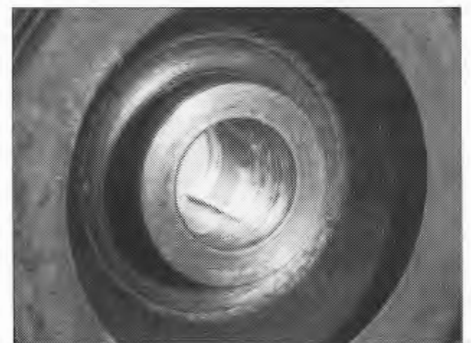
Fig. 1 Hub & Driveshaft assembly

- | | |
|------------------------|-----------------------------------|
| 1 - Split pin | 11 - Locking screw |
| 2 - Hub nut | 12 - Outer bearing |
| 3 - Wheel nut & stud | 13 - Spacer to suit |
| 4 - Hub | 14 - Inner locking ring |
| 5 - Brake drum | 15 - Locking tab washer |
| 6 - Stub axle | 16 - Inner bearing |
| 7 - Outer oil seal | 17 - Inner oil seal |
| 8 - Woodruff key | 18 - Seal adaptor ring (pre-1938) |
| 9 - Outer locking ring | 19 - Driveshaft (outer) assembly |
| 10 - Locking tab | 20 - Outer (Double Hooks) joint |



**Fig. 2
Taper fit brakedrum
in good condition**

**Fig. 3
Damaged
taper fit
brakedrum**



blinded by the light?

*Alec Bilney solves
one of the problems with
French street lighting*

you must be joking!



**Night-time view through
the windscreen – lights on full beam!**

For several years now I have had a problem with the headlights on my Paris-built Normale. The live feed to the terminals on the bulbs is by spring contacts relying on the fact that when the bulb is correctly positioned in the holder, it presses back against the spring to achieve good contact.

Over the years contact has sometimes become so feint that the lights either flickered when going over a bump, or even only came on when going over a bump. My solution and, I gather, other people's, was to bend the little contacts a bit and obtain a firmer contact. Unfortunately this only gives a temporary improvement as the backplate that the terminals are mounted on is made of cardboard which slowly curves in the opposite direction as the springs put increased pressure on it.

After 19 years of peering into the dark I have finally got so fed up that I have effected what I hope will be a permanent cure, and pass it on in good faith as original.

I have replaced the cardboard backplate with some firmer material. It is essential that whatever is used is electrically insulating as all the power feeds are connected to it. I used mica from a printed circuit board.

I simply disconnected the battery, then noted the layout and colours of the wires on the cardboard, disconnected them all and removed the cardboard.

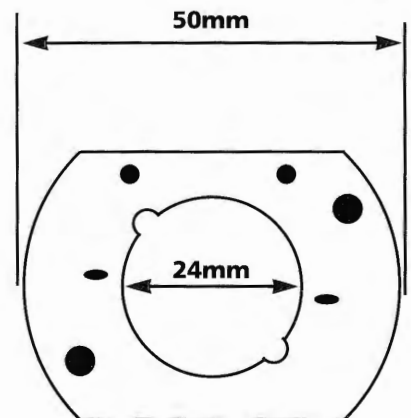
(Note that I long ago replaced the earth return lead that ran from the headlamp rim to the shell, by running a direct return from the bulbholder to the terminal block on the chassis.)

Using the cardboard backplate as a template, I then scribed round it onto the mica and cut out the shape. After drilling holes for the 2.5mm bolts, reassembly was easy and I now hope that the pressure of the spring contacts will remain constant, allowing me to rely on having two main beams and two dipped beams available, however feeble they may be.

The hardest, but at the same time the most delicate part, is fitting the steel bulbholder into the large hole in the mica without deforming the former (unlikely) or splitting the latter (very likely!).

Good luck!

Alec Bilney ■



Template for the backplate

In July I received a letter from Frank Gallagher. This is not unusual; anyone who owns, or has an interest in any form of pre-1957 Citroën in Ireland receives newsletters from Frank on a regular basis. This particular letter was a final reminder of a major event due to take place on Sunday, August 8th. When Frank decides that an Irish Citroën Rally is in order, then any prior arrangements don't stand a chance!

Last year five Tractions – an excellent turnout – had taken part in the established rally around Lough Erne, an event already reported in these pages. Over the past winter new contacts have been made and more cars discovered. So the date was set and the tour was arranged through the beautiful countryside of Co. Meath, Southern Ireland; roughly the midpoint between all of us. It did mean some early starts, however, as cars came from as far afield as Limavady in the North and Galway in the West.

The weather was dull and showers followed us all the way through the morning. By the time we all reached the town of Slane, however, the sight of Citroëns parked all the way down the High Street, drawing large crowds, brightening our spirits and from then the weather was far better. The turnout was beyond all expectations – twelve Tractions and also Freddie Vaughn's beautiful 1930 Rosalie, Eric Cloughley's immaculate DS and even a pretty 2CV. It was an opportune moment to welcome our newest member, David Baird, in his attractive Legere. It was quite a shock to all of us – even Frank – to find out how many 'Tractionistes' there really were over here!

In fact, we were unlucky not to have even more Tractions there. One car, an Irish-built Light 15, broke down en route (the driver, Eric Pepper, managed to hitch a lift in another Traction); Aidan Coryn's recently purchased Legere was expected to arrive from England just two days after the

rally; my own Light 15 could not participate due to an excruciating (and potentially terminal) noise in third gear. I was tempted to drive all the way in second, but as the engine is still running in as well, I would have arrived a week late!

At one stage in Slane, what can only be described as a 'mobile bottle' drove up the High Street. The driver proceeded to double park next to each Traction in turn, leaping out to take photographs. We realised his enthusiasm when he started his engine – somewhere under there was a 2CV, advertising a brand of beer from the Isle of Man!

After lunch at Slane, and finally extricating Ward Haslett from the local hostelry, we made our way to the pretty town of Navan. I travelled with John Fox in his stylish Normale, which chose this trip to first cough and splutter and then cut out completely up a long incline – the first time it hasn't run smoothly in ten years.

a drop of the black stuff

Last year saw the very first Irish Citroën Rally... or was it just an excuse to find the best pint of Guinness on the emerald isle?

Michael Wood presides over the inquiry.



Chevron formation in Navan

As always on a rally there was no shortage of help and after a distributor overhaul the car burst into life and left all the other cars in its wake as it roared healthily into Navan.

In a large and initially empty, car park it was suggested that we attempt a photo-call with a difference – forming the cars into a ‘chevron’ shape. After much manoeuvring in front of an ever-growing audience, this was ultimately achieved, although, to get the very best photograph, a helicopter would have helped!

From there, it was on to our final destination – the village of Trim. I took the chance to travel with Dave Punch in his 1954 Light 15. He had flown back from Scotland where he is currently working, especially for the Rally. Such enthusiasm!

The cars lined up in front of Trim Castle, where I, being relatively unbiased, was given the task of judging the concours. I

was bribed with cakes by Norman Moore, whose lovely 1938 Twelve was the most original car there. In many ways to declare a ‘Best Car in the Rally’ is not relevant to the nature of the event; certainly every Traction there, as well as the other Citroëns, looked well-presented and desirable – there really was no candidate for ‘Traction with the least attraction’! Ultimately it was a close call; Allan MaCarroll’s silver grey Light 15 gleamed in the sun, David Davies’ 1951 Light 15 had been lovingly restored and Anselm Aherne’s 1949 11B was a delight, but Sean Billings’ 1946 Light 15 won the day, helped in part by the 18,000 miles he has clocked up in the past year. Who can match that on the mainland?

It was certainly a very successful rally and it is confidently assumed that this is the first of many over here. Perhaps the next step is to get a few Tractions from Great Britain – you are all invited to the next rally anyway!

Many thanks to Gallic Distribution in Dublin for their sponsorship; thanks also to Classic Restorations for their assistance.

Attending the rally were:

Light 12	1
Light 15	4
11BL (Legere)	2
11B (Normale)	5
Rosalie	1
DS	1
2CV	1
Total	15

Michael Wood ■



▼ Sean Billings
Concours winner



▲ Tractions in Trim ▼



▲ No shortage of assistance



▲ **Tractions at Grand Fougeray – as viewed from the Hubble Telescope**



▶ **Bernie Shaw demonstrates the results of his 'Slim Slow' diet**

My family and I were planning to go on our first tour with much excitement. We started back in January by booking the ferry and also Stan Barker's caravan sited at 'Ton Smulders' place 'Camping Le Bohat' in Sarzeau to stay at before and after the tour; but no amount of planning can foresee breaking a driveshaft and pulling a muscle in my back a week before we were due to leave.

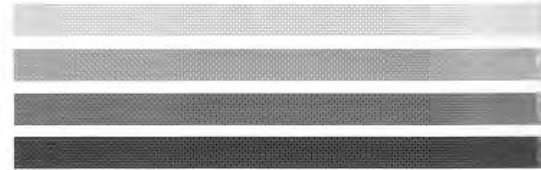
Anyway, the day finally arrived. We loaded up the car (it's amazing how much you can fit in the boot of a Normale) and set off for Portsmouth to catch the ferry to Cherbourg. As we were leaving the UK on the 9th July we did not expect to see many fellow Tractionistes on the way down to Sarzeau, but with St. Michael's Mount in the distance we had our first puncture. While I was changing the wheel, Andy Cartwright and Lynn Clarke pulled up to lend a hand, small world isn't it! The second puncture happened when a mad French driver pulled out in front of me the same day and the inner tube split under heavy braking. Fortunately I had just had the spare repaired. All this on our first day in France!

The night before the tour was to start we made our way to Chartres de Bretagne to the first of five hotels we had pre-booked for the tour. Lined up in the car park to greet us were six Traction – the tour had begun. We all made our way to a local restaurant and I had my first taste of the cider for which Brittany is renowned. This evening set the trend for the coming few days. Good food and company, with late nights and early starts.

The next day we left the hotel in convoy to the start of the rally. It was very well organised with maps and itineraries, six motorcyclists and even a back-up vehicle with trailer. The trailer was soon in use! Casualty No. 1 was Stan Barker's Traction, the ignition had started playing up. However, this would be fixed at one of the many stops we made. As we passed through each village we honked our horns and waved to the locals who cheered and waved back. We visited various places during this first day of the tour including the remains of a Roman road, and ended the day at Blain enjoying a fine meal whilst watching a spectacular Bastille Day firework display across the river.

*The Tour of Brittany,
loads to see
and lots to do –
including
bricklaying,
origami,
and doing impressions
of Kenny Ball with an
inlet manifold?*

bric



On day two we visited the Alfred Museum near La Roche Bernard, comprising an interesting collection of old cars, motorcycles and related memorabilia. During a picnic lunch in a nearby field, we discovered a seesaw made from old tractor parts and the children played on the ride until along came two bigger kids in the form of Bernie Shaw and Peter Simper, both of whom I think had even more fun.

Each day's driving was about 100 kms and on this day John Stewart's car spent much of the time on the trailer with gearshift problems (good way to save fuel, John). The tour is a good place to get your car fixed and at most stops someone or other had the bonnet up and there was no shortage of help to get you going again. On to Rochefort en Terre, which is a beautiful medieval town where we ended the second day. During the evening Bernie Shaw entertains my children with some fine paper folding. Is it a bird, is it a bee? Maybe it's a Traction? No, it's just Bernie's attempts at origami!



Bricklaying in Brittany

Since joining the club, Andrew York had often heard about the infamous Brittany Tour and it sounded just what owning a Traction was all about – travelling through the countryside with like-minded people savouring the sights, sounds and flavours of France. Now read on...

Day three and we arrive late for the start to find an empty field where the rest of the party were camping. We follow the map and soon catch up with the rest of the cars at the French Resistance Museum at Saint Marcel. Amongst the interesting exhibits is a Traction with camouflage paintwork. After an undercover picnic lunch (held indoors because of the weather!) we head for Josselin and are given a very detailed tour of the chateau, it was a shame I did not understand a word of it! I must brush up my French for the next tour. Next on to La Cheze for a reception held by the Mayor at a lovely setting by a lake where it seemed most of the village had gathered waiting to greet us. A quick dash to our hotel for a shower and then on to Loudeac for dinner, where, on behalf of the British contingent, Barrie 'the brick' Longden presented every driver with a specially inscribed Fletton (or was it an Ibstock red?) to commemorate the tour. I believe that Barrie now runs a cross-channel bricklaying course!
Thanks very much Barrie!

The final day dawns as we sleep in our hotel in Plumieux. Fortunately, we are on the route of the tour so we shouldn't be late for today's start. We wait in the village square for the convoy to arrive. What a grand sight it was to see thirty Tractions pass by with horns blowing and everyone waving, a wonderful memory. We join the end of the convoy and head back to Chartres de Bretagne via Merlin's Forest. At the reception to end the tour the awards were given out, two of which stick in my mind. Stan Barker's award for his sterling work organising the British contingent and John Stewart for breaking down the most. John was also presented with a massive bill for running repairs and use of the trailer (only in fun).

The dinner and dance that followed was a lovely way to end the tour. The evening's entertainment was new to me. Alec Bilney, Dennis Ryland, Barrie Longden, Bernie Shaw and Dave Hackett dancing and singing with various bits of Tractions doubling up as musical instruments confirms a long held belief that Traction owners are a few bearings short of a gearbox. Joking apart, we made so many new friends and had such a wonderful time that I would recommend the tour to anyone. My children certainly enjoyed it and to prove it I finally dragged them off the dance floor at 2.30 in the morning!

Finally my thanks to the French organisers, especially Sylvie, Pascal, Jean-Paul, Patrice and Noel for making it all possible.

PS:
I can recommend Stan's caravan for your next holiday, great place to stay and Ton Smulders on hand to sell you another Traction. Paradise.

Live from a small cupboard
 somewhere in Essex,
 TOC productions bring you...

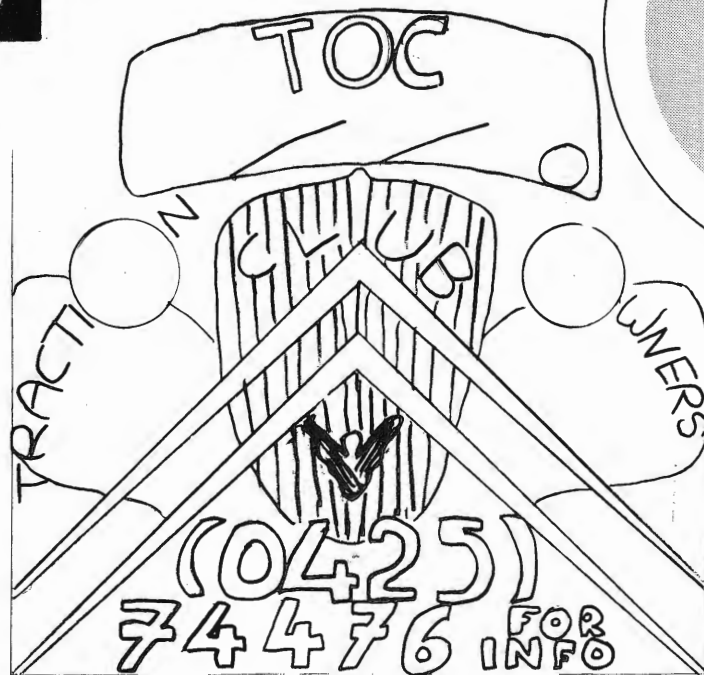
the sticker awards

...and so,
 without further ado,
 we are pleased to announce
 the winners in the categories
 Best Windscreen Sticker and
 Best Tax Disc Holder.

Our thanks to everyone who entered.
 We are now hoping to use these designs
 on new club stickers which will be
 available later in the year.



John Griffiths
 from the West Midlands
 wins a year's membership for
 this windscreen sticker design.

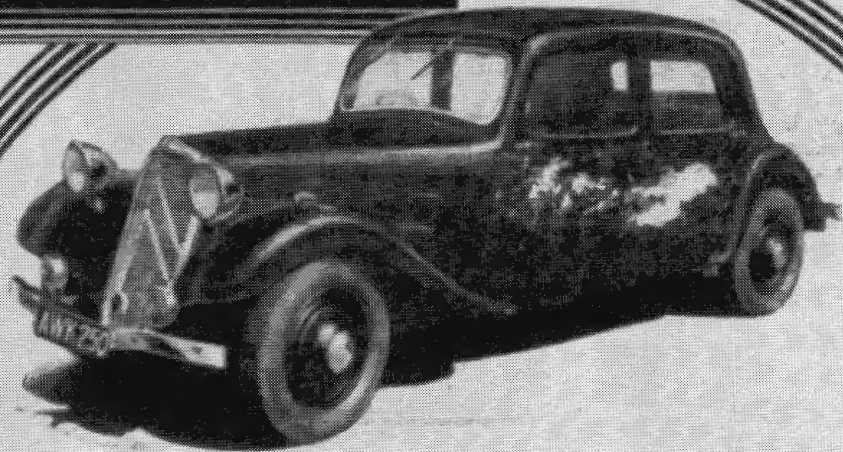


John Widdup
 from Ivybridge Devon, son of TOC member Paul Widdup
 wins a special prize as the youngest entrant in the contest.
 Well done, John.
 A Burago Traction will be arriving at your doorstep very soon.



Richard Hooley's
 design for a tax disc holder
 also wins a year's membership.

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but try it to-day!



The SUPER MODERN
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 CITROËN CARS Ltd., Brook Green, Hammersmith, W.4.
 Showrooms: Devonshire House, Piccadilly, W.1.

toCEVENTS

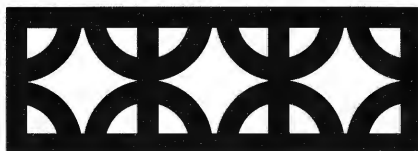
This year, the club is running two major events, the annual rally and a tour:

toc CHESHIRE '94

10 – 12 June

This year's **annual rally** is centred on the market town of **Kelsall**, near Chester in Cheshire.

Roman remains, **medieval** timber-framed buildings, **beautiful** countryside – it's all here. Come and **enjoy** it.



Programme of events includes:

- **Welcome to Cheshire**
- **Tour of the area including Delamere Forest**
- **Eat your fill and let your hair down at the Caelidh on Saturday evening**
- **Sunday at Chester Castle**

Information from:

Barrie Longden, 146 Woodsend Rd, Flixton, Urmston, Manchester M31 2PU Tel. 061 748 6739 or 061 872 8947 (work)

Ye Olde Traction Owners Club

Heart of England Tour

from the 27th until the 30th of the merry month of May

FEATURING ~

*heartly meals, wine and wenches
merriment and tomfoolery, ales a-plenty*

AND VISITS TO ~

*Warwick Castle, Burghley House
Holdenby House, Bass Museum of Brewing*

SIR STANLEY of BARKER

*shall collect all monies forthwith, anyone caught not joining the Tour shall pay with his head.
So, to book your passage and save your skin, speak to the wonderous recording instrument,
using these mystical numbers ~ 0425 674476*

Screen stars

As the leading specialists in period car hire to the film and television industry, we have received a number of enquiries from various clubs whose members are interested in hiring out their cars.

If any of your members are interested we should be very happy to include them on our register for possible use in future productions.

Among last year's television and film productions we provided the vehicles for the popular series *The House of Elliott*, *Miss Marple*, *You Rang m'Lord*, *Ashenden*, *the Trial*, and *Howard's End* (a Merchant Ivory award winning film).

If you would like more information please don't hesitate to contact us, all we require is a photograph and details of the car and address and telephone number of the owner. There is, of course, no charge for entering cars on our register.

John Geary
Motorhouse Hire Ltd.
Spring Cottage
Weston Underwood
Olney
Bucks
MK46 5LD

Alternatively, John Geary can be contacted by phone on 0234 711300 or fax 0234 240393

D-Day navigator

I hope to join in the D-Day celebrations in Northern France later this year and would like to offer my services as navigator and/or interpreter.

The event, which is scheduled for the weekend of 14/15 May, is bound to be popular, so it seems sensible to make arrangements well in advance. I can be contacted on 0734 783533.

David Conway
Wokingham
Berkshire

Curb feelers and dingle balls ???

I wish to thank you and the other members of the TOC for your advice and assistance in restoring my 1953 Big 15.

I have enclosed a photo and extract from an article that was published in our local journal 'The Citroën enthusiast':

"It all started out in January 1992 as one of my wife's attempts at relieving my annual mid-winter Peoria depression. She spoke of some 'cocktail party' where her sister had met a doctor from Santa Monica who owned a Citroën limousine. She claimed that he had lost interest in it. It all sounded highly dubious and I assumed the Citroën limousine would turn out to be a stretched version of a Chevy Citation or some other such monstrosity.

My wife urged me to call - "just to enquire". Apparently the doctor had brought the car back with him from New Zealand where he had spent some time studying pediatric gastroenterology. The Big 15 had been for sale on the hospital parking lot.

The bad news was that he had parked it six years ago after it became difficult to change gear, and it hadn't moved since!

The good news however, was that he only wanted \$400 - so I bought it over the phone and the Traction arrived at my home in Peoria some ten days later.

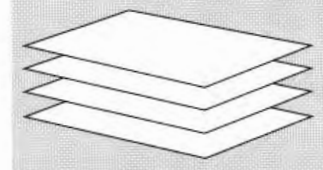
It turned out to be very solid with some interesting accessories including a 'Brooklands' steering wheel and Robri aluminium fender guards. My sons took great delight in finding New Zealand coins under the seats whilst I was equally thrilled to find the trafficators still trafficated. (My wife asked if trafficking was still illegal in some southern states!)

On the negative side however, the 'New Zealand Customizer from Hell' had applied a black vinyl roof with landau bars. I was just grateful that he ran out of funds before the curb feelers and dingle balls were applied.

My next discovery was of a mechanical nature. I kept ordering parts (hoses and distributor caps) from Brad Nauss of Dellinger's that did not fit. Being the mechanical genius that I am, it only took six weeks for me to figure out that

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



someone had replaced the original engine with one from an early ID. Prior to this time, the only Traction Avant I had ever seen was on Hogan's Heroes!

The specific pathology that brought the car to a halt in California was to be found at the front of the gearbox mount. It had fractured leaving a gaping hole in the top of the gearbox. The gearbox oil had been thrown out by centrifugal force and replaced by rainwater and antifreeze. There was a rustline on the bottom third of each gear. The design of the shifting mechanism was also interesting, enough said that it involved two large red cables and some bailing wire.

It has been over a year now since I acquired the car and it is nearly completed. I am just waiting for the seats to return from the upholsterer. My depression is better and I am looking forward to trafficking again this summer."

David Harvey M.D.
Peoria
USA

*Never pass up the opportunity for a spot of trafficking, that's what I say!
 But what exactly are curb feelers and dingle balls?*

Answers on a postcard please...



I wonder which bit is the curb feeler?

toREGISTER

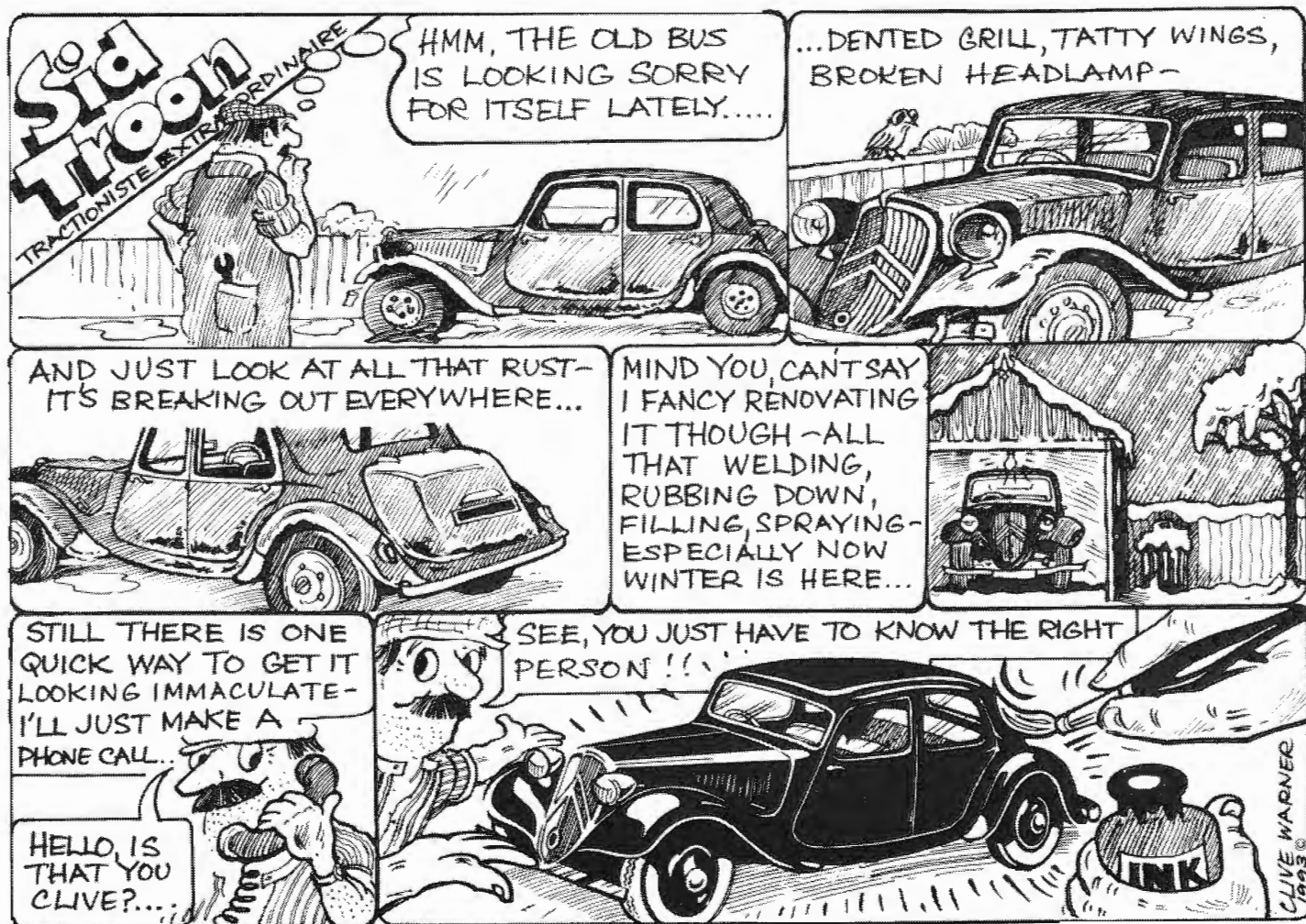
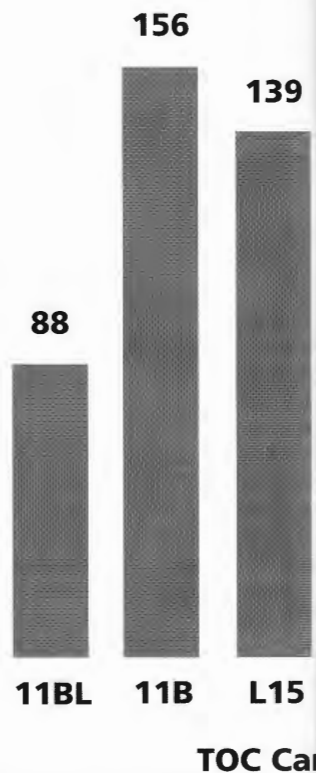
At the 1992 AGM it was decided that the club should try to build a register of members' cars. It was felt that as a club we should be able to answer questions regarding the number and different types of vehicles, their year and place of manufacture and so on.

Marcus Lasance volunteered and, surprise surprise, he got the job. This is his first report.

To collect the information we devised a questionnaire, which accompanied the 1993 membership renewal. The response has been pretty good. Of the 497 forms sent out, 320 were returned. The questionnaire contained a non-disclosure agreement. Only 9 members did not wish their personal and car details divulged to other members. Another 36 did not want their details disclosed for mailshots about classic cars, classic car insurance etc. should the club be approached by bona fide members of the trade. Until now only Classic Restorations have made use of this facility, and most of us would not want to miss invitations to their Central London event (see Floating Power Dec. 1993 Southbank report).

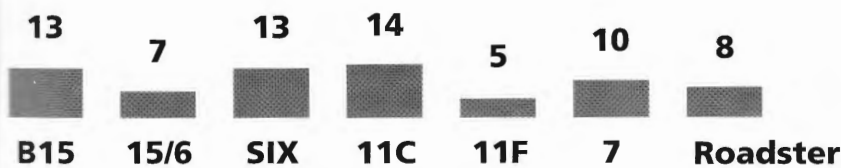
Still about 170 members have a blank

line against their car details on our database. It would be nice to know why. We tried to make filling in the form as easy as possible, by pre-printing any information we already knew and this April we are going to have another stab at it. Those of you who have returned the form will be able to check that I have entered the information correctly on the computer. I hope you will appreciate what a massive task it was and not blame me for getting one or two digits of your engine number wrong. (Not wishing to blame your handwriting of course!) Use a red or blue biro to correct any mistakes, so I can spot easily what needs to be rectified. Those of you who get a near blank form with your membership renewal, please help by filling in as much information as possible.



To sum up a few of the benefits:

- To provide research material for books and articles in *Floating Power*.
- To answer questions from the general public.
- To invite owners of special models to special events or bring them in touch with each other.
- To form an enquiry point for missing or stolen vehicles.
- To help our spares co-ordinator to get the right spares in stock and to decide what to send to you in case you forget to specify what model or year your car is.



Register - numbers by model type

My own research in the completed data base gave me some astonishing insights. The most popular colour for instance: Who would have thought black came out on top with 42 % of all respondents! The proportion of left-hand drive vs. right-hand drive is almost exactly 50/50 with 10 right-hand drive cars not built in Slough. As far as types is concerned, the surprising thing for me the small number of Slough Big 15s - only 13 whereas there are 137 Light 15s on my books. With the French built cars it is exactly the opposite. The Normale is the more popular with 156 registrations opposed to only 88 Légères. As an example, the table here shows numbers of model types. Please note that this information is not absolutely reliable until you have all checked your data next March and the 170 odd non-respondents let me have their details as well. Next year I am looking forward to getting into contact with some overseas clubs and maybe creating a picture of all Tractions surviving world-wide. This will be done without exchanging any personal information, comparing numbers only. Any suggestions and comments to me or to John Starke please.

Marcus Lasance
 TOC membership records
 Sideways Cottage
 Harts Lane, Ardleigh, Colchester,
 Essex CO7 7QE

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Traction Avant 11B Normale 1955 Colour: Bleu d'islande (original colour)
Bodywork including doors and mud guards 100% sound (no welding) exceptionally good. New paintwork, chrome, tyres, brakes, gearbox, cooling and electrical systems, driveshafts etc.
New upholstery.
Extras fitted: Quillery steering wheel, Robris, foglights, and aluminium roofrack.
Beautiful car, ready to drive.

Secondly:

5HP Trefle 1923.
This is an original 'Cloverleaf' in blue/black. Restored mechanically. New paintwork, hood, interior.
Very complete and smart, also ready to drive.

For information please phone André Schulpén
010 31 50 27 27 40

For Sale

Slough Light 15, 1955
Excellent condition
As featured in Fabien Sabates book. V'là les Traction
£6995
For more information,
phone 0206 231241

For Sale

1955 11B Normale
Paris built, black, partly professionally restored.
Excellent body & interior, sound engine & gearbox, easy DIY project.
Advice and assistance available if required for completion.
Price £3250

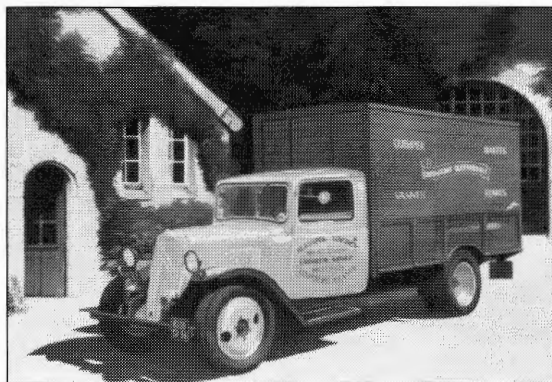
1974 Citroën D Super 5 RHD, Borely Ivory, two owners from new, seen at many Citroën rallies. New exhaust and clutch in 1993, used daily - very reliable, taxed/MoT'd. Super all round condition.
Price £3500

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All in excellent condition.
Please phone for details
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(Guildford, Surrey)

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£10 each (exchange)
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£1.60 each + 50p sae
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£60 per set of 4(exchange)
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£15 per pair + £1 P&P
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Will buy or exchange for
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Items specifically needed
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Must be sound and
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Martin Rhodes
0206 303323 work
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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
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LU6 3DB

DON'T FORGET

You can include a photograph
of your car or parts for sale
with your advert (all classified
adverts are free to members).

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(After 15th March)
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sleep in this charming
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welcome!
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Readers should therefore satisfy
themselves as to the suitability of
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entering into any agreement.
No recommendation of any goods
or services should be inferred from
their inclusion herein. All advertisers
are reminded of the provisions of
the Trade Descriptions Act.

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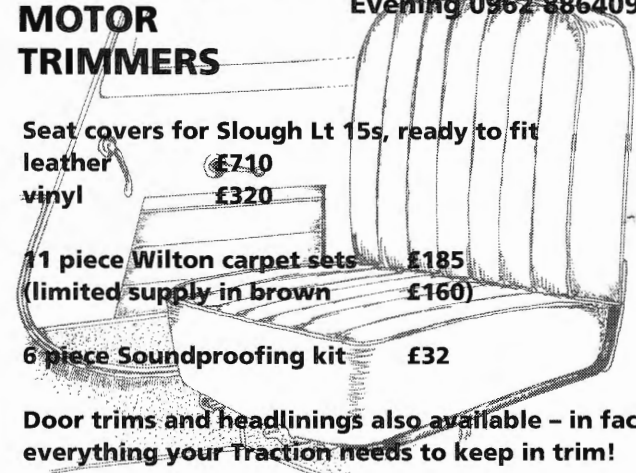
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