

60
years
of
traction
avant

**Floating
Power**

june
ninety
four

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please contact your local organiser

Floating Power

THE MAGAZINE OF THE
TRACTION OWNERS' CLUB

VOLUME NINETEEN ISSUE TWO **June
ninety
four**

"It was sixty years ago today", so maybe Sgt Pepper can remember the launch of a whole new concept in popular motoring – the Citroën Traction Avant – a milestone in automotive history. Put your feet up, pour yourself a drink and enjoy this bumper anniversary Floating Power.

Amongst the articles this issue is a five page special by Malcolm Bobbitt on the development and birth of the Traction.

Congratulations go to members of the intrepid Boyd family – David, Marc and 'Emily' – for completing the 'roadster run' a timely reminder of the Traction's ability to perform well in modern motoring conditions.

A change is imminent in the West Midlands – Steve Southgate will be taking over from Simon Saint as section representative, however Steve would like now to pass on the job of running the club shop. If you can help, please contact the Committee or write to me.

Hopefully this issue of Floating Power reaches you before the club's annual 'hoe-down' which, this year is centred on Kelsall, Cheshire and comes to you care of Barrie Longden and his crew of helpers. Knowing Barrie, I expect this will be a quiet, peaceful event especially on the Saturday night!

Membership secretary Peter Riggs has had over 300 renewals already, but, if you haven't done so, please... *send in your membership renewal form and subscription now!*

Deadline for next FP is July 17. Featuring reports on the BIG THREE – Traction en Fête (the Caen Rally), the Heart of England Tour and, of course, the TOC Annual Rally.

See you there.

John Starke

PS

Pictures and reports from any events are always welcome.

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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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CITROËN LAUNCH TRACTION AVANT



Citroën's new range of Traction Avant models

CITROËN, the French motor manufacturer, have launched their latest model, the Traction Avant, in Paris at the Salon de l'automobile.

Available from Citroën's Slough factory later in the year, the Traction Avant can boast outstanding design features in a car of exceptionally modern lines.

Torsion bar suspension, front wheel drive and the use of a unitary bodyshell, which does away with the need of a chassis, have all been combined in a range of cars that includes a five-seater roadster.

The torsional suspension, for example, is unlike any normal system of springing – the wheels are carried on hinged arms attached to a pressed steel cradle. The hinged upper arms are free to move up and down whilst the lower ones are attached to torsion bars running parallel to the engine. Movement of the lower arms is resisted by the twisting of these bars.

The monoshell construction is a further step forward in the Citroën policy of attaining absolute rigidity and enormous strength in the car as a whole.

The engine, a four-cylinder overhead valve unit of 1302cc drive the front wheels via a dry-plate clutch and three-speed gearbox.

Already popular in France, the new Citroën Traction Avant looks ready to set the trend for popular motoring.



ICING ON THE CAKE

IT WAS celebrations all round last month at the Top Gear Classic and Sportscar Show. Not only did TOC members enjoy a slice of Traction 60th birthday cake, but David and Marc Boyd completed their charity marathon, returning to the NEC on the Monday of the show after over 1850 gruelling miles.

Following on from last year, the show attracted record crowds, and the TOC stand, designed and built by John Griffiths, featured Café André and Bernie Shaw's pre-war 7 in the guise of François Lecoty's record breaking car. Thanks to everyone who helped out over the weekend. (See page 16 for the Boyds' full story.)



Lists and stickers

THE 1994 TOC PARTS LIST is here! It should accompany this issue of Floating Power, so if you haven't got your copy, please let us know via the Helpline.

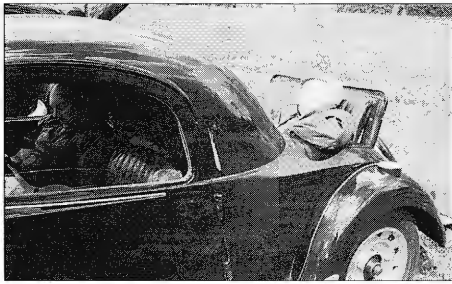
Also, with this year's membership, you will be receiving a Tax Disc holder and windscreen sticker and a copy of the Mutual Aid list (don't forget some areas still aren't covered, so if you can help...)

.....in brief

■POPULAR CLASSICS magazine goes straight to the bottom of the class this month. Readers are reminded of the many anniversaries occurring this year, including that of the Porsche 911, Mini, Ford's Capri and Mustang, even 'classics' from Austin – the Maxi and Allegro are sent birthday greetings. But where was any mention of Citroën's landmark contribution to motoring?

■THE BMW motorcycle that starred in Dick Davis' article in the last issue of FP (attached to the front of a Traction) wasn't a BMW!!! Bob Champ has enlightened us as to its true identity – a Zundapp 201S circa 1955-57. Bob says there were a pretty rare sight on these shores, with probably fewer than 100 being imported through London concessionaires Pride & Clark.

■MORE CAR RESTORATION courses: Leeds College of Technology (2 year full-time, 1 year full-time and evening classes) Loughborough College (one-week basic skills, 36-week evening class and two-year full-time)



**A rally too far?
Sleeping it off in Normandy**

D-Day 1994

TRACTION owners flew the flag for Britain last month at a mammoth rally in Normandy. 24 cars from the TOC made a sortie across the channel to attend 'Traction en Fete', a major event sponsored by Citroën and organised in conjunction with the Memorial Museum in Caen as part of the official D-Day celebrations.

Well over 200 cars and their owners enjoyed a hectic few days which included visits to the D-Day landmarks and museums. A full account will be in the next issue of FP.

Boring old Citroëns?

THE following letter appeared in a recent issue of Citroënian, courtesy of Barry Danes:

"Jalopy, that irreverent (but never irrelevant) funmag about running old bangers has, a few months ago, incorporated a 'Banger's Guide'. Before discussing each model, Jalopy gives a run-down of the maker. Their bit on Citroën is far more accurate and sensitive than you might expect:

"There is no such thing as an ordinary or boring Citroën. Ever since the Traction Avant introduced front-wheel drive to the masses, the chevron motif (from the double-helical gear invented by André Citroën) has been associated with advanced engineering and innovation. Even today's XM manages to stand out from the crowd, despite the company's Peugeot links. If you think cars reflect the character of a nation's people, just compare a 1955 Ford Zephyr with a Citroën DS."

OK, A.C. didn't invent the double-helical gear – he appropriated it from the Poles – but what a great way to sum up our favourite maker."



Since 1972, Citroën enthusiasts from around the world have made the International Citroën Car Club Rally their regular meeting point.

Over the years, the double chevron has acquired more and more fans, with recent models such as the DS and SM becoming collectors favourites alongside those from the Twenties and Thirties together with the legendary Traction Avant.

The 10th ICCCR will take place on the 18,19 & 20 August 1995 at Michelin's Ladoux trial tracks near Clermont Ferrand in central France.

It is anticipated that over 10,000 people and 4,000 classic Citroëns will attend during the weekend celebrations, enjoying a host of activities and events:

- special Citroën museum displaying vehicles and prototypes
- large parts market and autojumble
- models, books and memorabilia
- club and professional stands
- competitions and entertainments
- gala evening with traditional gastronomic banquet and music

If you like Citroëns, you'll love this! See future issues of Floating Power for more information.

AND THERE'S MORE!...

The club is planning **Raid France '95** a convoy drive to the ICCCR then on to the Lot valley for a week based at Camping Le Ch'Timi near Puy L'Eveque, returning by a westerly route. Rik Blote, who owns Camping Le Ch'Timi, recently had 100 Morris Minors from England on site, but being an enthusiastic Tractioniste, he says: "anything 'jelly-moulds' can do, Tractionists can do better!"

The idea is to make the Raid truly memorable by organising it around the 10th ICCCR and incorporating the stay in the beautiful Lot valley.

If you are interested in joining what looks like being, the event of the decade, please phone the helpline, 0425 674476.

CONCOURS WINNER

MAURICE BAILEY, whose two Citroëns were featured last issue, picked up the Concours Award at last month's Colchester Classic Car Show. Assisted by Chelmsford member Don McKillop, Maurice entered both cars in the popular event, staged every year at the Colchester Institute, the B14 open tourer finally being judged Best Car in Show.

section scene



PEAK NEWS

June

High Peak Historic Vehicle Club's annual run on June 5 and we have been invited to participate. The run starts at 10am from the Bull P' Th' Thorn pub and totals some 50 miles taking in the Peak villages of Longnor, Warslow and Elkstones before returning to the pub where there will then be a cold buffet lunch available or you can enjoy a picnic outside. There is a licence extension until 4.30pm.

August

Our usual Sunday meeting will feature the Annual Boules Championship.

September

We are once again organising a day out at the popular National Tramway Museum in Crich, Matlock and this year it will be sunny! The date for your diary is Sunday 4 September. More details next issue.

Bev & John Oates 0298 78473

IRELAND

The second annual Irish Citroën run will take place on Sunday 7 August. It is hoped the DS section will join us to make this a spectacular occasion. Cars from the south will meet at Slan, Co. Meath and convoy north to meet those from the north in the Mall, Armagh City. Everyone is most welcome (especially from the mainland). Please contact Frank Gallagher on 0365 325847 for further details.

THE EASTERN SECTION

Midsummer Meeting – will be at The Lamb, Lamb Corner, Dedham on the evening of Tuesday 21 June.

Phone John Starke on 0206 231241 for directions/information.

WEST COUNTRY

On Sunday 26 June we are holding a 'French Picnic' on Minchinhampton Common. The weather will be glorious. I need to have an idea of numbers, as Maureen and Dennis Ryland have most generously volunteered to provide food for everyone. Please phone me by 20 June to book your place.

On Sunday 10 July we return to our regular meeting schedule, and will be at the Tunnel House, Coates, from 12.30pm. Take the first left when you arrive at Coates, follow the road under the railway line and watch out for the sign on your right. We particularly look forward to seeing some of our Cheltenham members! Steve Hawes 0275 817973.

Gordon Smith continues the restoration of his Normale – repairing the door bottoms

let's start at the very beginning... (second verse)

Every time I looked at the doors on the Normale I got depressed and tried to remember why I bought the car in the first place. The trouble was that they were all rusty along the bottom outside edges and the door bottoms were completely missing in places. Paul 'the Mig' suggested I get some ordinary repair sections and put little cuts in them so that they could be bent to follow the curved profile. This turned out to be a mistake – after all, modern repair sections are designed for modern cars with straight door bottoms, not old rusty cars with gracefully curving edges! Depression was deepening but we finally decided what to do. "You'll just have to remake them yourself" Paul said. This is how I did it.

I needed to remake the bottom five inches of door skins and frames. Using some leftover 1.5mm steel from the floor repairs, I made a template of the bottom six inches of one of the front door outer skins. Obviously by reversing it, it became the template for the other front door skin. (Needless to say, the doors were not an exact match but close enough for me I'm afraid.) I clamped the template to the door allowing a slight overlap, then chalked around it. I used a metal cutting jigsaw blade and cut off the waste. Then I re-clamped the door to the template and used an angle-grinder to accurately match the shape of the door, being careful not to make it too small anywhere. However, it was necessary to over-cut the template slightly where it comes up from the bottom edge towards the hinge. This was to allow for the slight "lengthening" when the new door skin was folded over the template.

I tried to be clever here and actually cut the template for the back doors along the opposite edge of the template. But because the front and back door bottom edges are so different in length, I ended up with unnecessary problems later. Why didn't you just cut it into two templates I hear you say? Well, I could have done had I started with a bigger piece of metal in the first place, but I had stupidly made it too small – but as I say, I did get away with it.

I cut the new door skin using the template as a basic pattern but adding enough material, about 0.75 inch, to lose some in the fold and the rest to become the folded-over lip. Small 'V' shaped cuts were made in the lip to allow it to follow the template curve when it was folded, also a 45° cut was made across the corner to create a mitre when folded. (See Figure 2.)

My budget didn't run to folding bars and Paul didn't have any but he did lend me two 4 ft lengths of heavy 2" x 2" right-angle bars. When clamped in a bench machine vice at one end and a workmate at the other, with G-clamps and mole grips in between, these seemed to do the job. I clamped the new skin to the template, then clamped the template/skin into the right-angle bars with the minimum of template/skin clear of the bars. I started work between the door corner and the first 'V' cut, a length of about 12". A small amount sticking out of the right-angle bars gives better support. It was important to get everything very tight as any movement once folding started would spoil the results. I keep using the word "fold" – now I was to try and do it. Using mole grips with the jaws locked but slightly apart to just slip over the lip, I started to bend it. Then with a hammer and a piece of wood I gradually tapped the edge over. (Make sure you bend all of the edge a little at a time, don't try and get one small section done in isolation.) Once the edge was bent to a right-angle, I released it from the bars (but NOT releasing the clamps holding the skin to the template) and moved the work to access the next section of skin to be bent. Once all the edge was at this stage, the work was re-positioned in the bars and I continued to bend the lip down until it was in contact with the template. If you hammer too much the metal will go very soft and spread, so exercise caution.

Remember, before you start bending the skin for the second front door, bend it from the correct side of the template or you'll end up with two skins for the same door – nice to have in stock but perhaps somewhat extravagant.

This next bit is actually easier to do than to describe, but here goes.

As I mentioned at the beginning, the inner frames were also badly corroded and needed repairing. The problem is to follow the contours of the frame as near as possible. I'm sure there are better methods, but this was my approach. I started with a piece of steel about 40" by 5" and bent it all along its length at an angle of about 75° to get 3.5" and 1.5" dimensions. The shorter side will become the new door bottom, the longer will become the part of the inner frame that goes inside the fold of the new outer skin. The 75° angle is about the angle of the door bottom to the outer skin. Next, cuts were made using tin snips across the 3.5" side to allow it to follow the door bottom edge. These cuts went all the way to the bend – that is 3.5". Two were needed along the bottom – then more to follow the front curve, several close together were needed to allow it to follow the tight curve at the back corner. Similarly, cuts were made across the 1.5" side to allow it to follow the curve of the bottom of the door. These have to be 'V' cuts, however, otherwise the material will overlap itself as it follows the curve. Obviously it is important that the cuts on each side of the metal are staggered otherwise it will fall to pieces. (See Figure 3.)

It was now possible to mould this new, very floppy, piece over the bottom of the door and to make any necessary adjustments. Next the 1.5" side was trimmed down slightly to allow it to fit inside the door bottom and maintain the correct relative position of the inside frame. (This required some guesswork as much of this metal was missing on my doors!) Then the 3.5" side was trimmed, using the new outer door skin as a guide, so that the material made a snug fit into the fold while copying the original curve on the bottom of the door.

The next task was to cut off the rusty bottoms. For later reference, I measured from the hinge down to the bottom corner and made a datum mark somewhere below

the door handle hole, and measured to the bottom edge. This was done very carefully and constant measurements were taken later to be certain of ending up with something that would fit the door aperture! Now the new outer door skin was clamped in place across the face of the old rusty door and when I was happy with the position, a line was scored on the old door face. Then this was cut with an angle grinder. The cut was made to achieve a slight gap between the old and new metal to allow for welding – I aimed for about 2mm and even achieved it (in places!). The cut was only across the door face, leaving it still joined at each side. Then working from the inside of the door, the folded part of the door skin was ground off until the rusty door skin lower section fell away. This was done to retain as much of the inner door frame as possible. Next the inner door frame was cut back to remove rust then cleaned up with the grinder prior to welding. Several trial fittings later, I had the new door bottom in the right place. I drilled this with 7mm holes where it overlapped the old cut off door bottom. The new door outer skin was fitted and used as a jig to hold the door bottom while the 7mm holes were filled with weld.

Having still not bought that ‘joggler’, I made a strip of metal just shorter than the width of the door at the new join and about 3” wide then drilled two rows of 7mm holes. This was to become the overlap tab between the old and new door skins. It was then clamped to the back of the new door skin and the holes filled with weld. The doors are not flat so it was necessary to put a slight curve on the new door skin to try and match the original curve. Next it was offered up to the door and with a lot of pushing and pulling, the odd bend and one or two trial tack welds, the final position was achieved. The very satisfying job of hammering flat the lip on the new door skin to clamp the new door bottom was first then it was welded in place using the 7mm holes from inside the back of the door. Much welding later and the new door bottom was far stiffer and looking good. The curve at the bottom of the door was a series of straights separated by little slits where the ‘V’ cuts were, so these were filled with weld and once ground down looks very convincing – to me anyway.

One problem was that once welded, the new metal had pulled the curve out of the face of the door slightly so filling will be needed. Much more care was taken with the other doors to minimise this problem. One of the back doors was in a worse state than the others also being corroded up the inside face for a couple of inches. To fix this, the repair piece needed was larger.

Next report should include wing-tip repairs on the cheap!

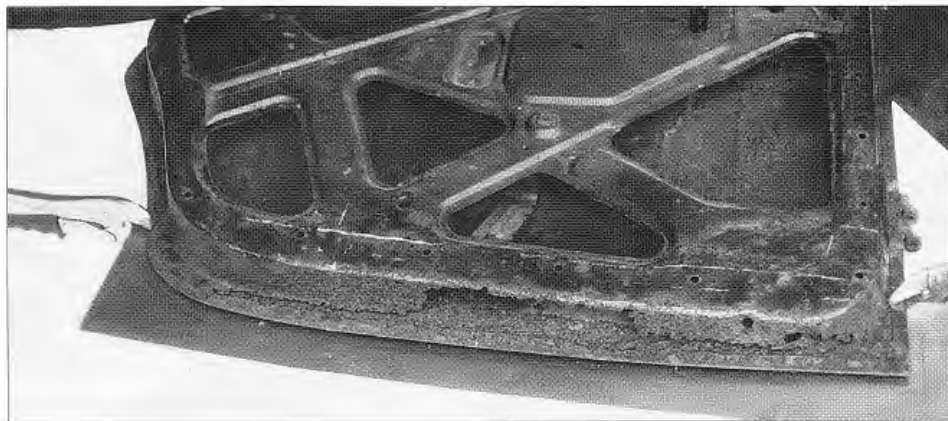


Fig. 1 Corroded door bottom

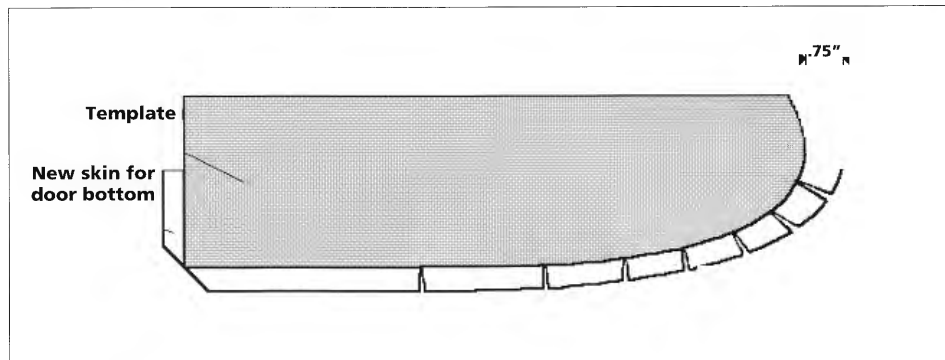


Fig. 2 Template and new skin prior to fitting

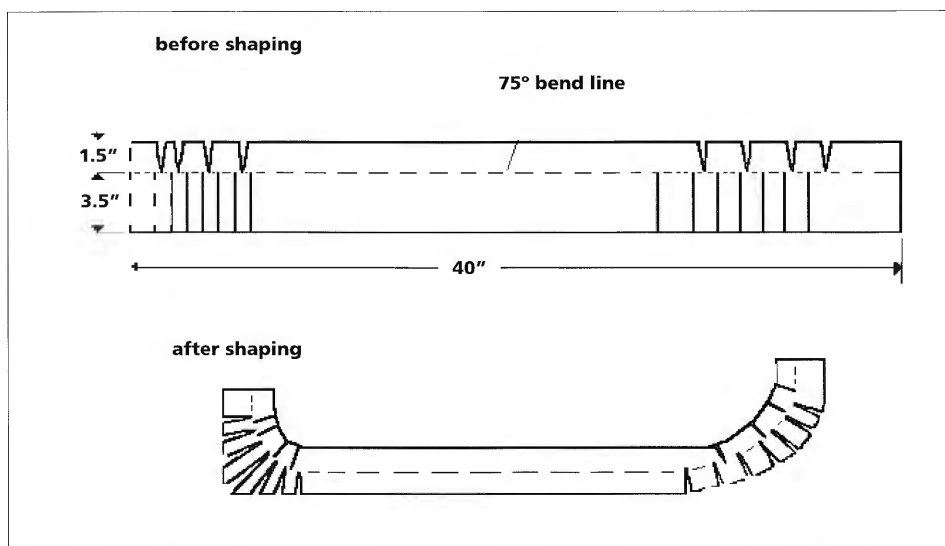


Fig. 3 Shaping to fit door skin

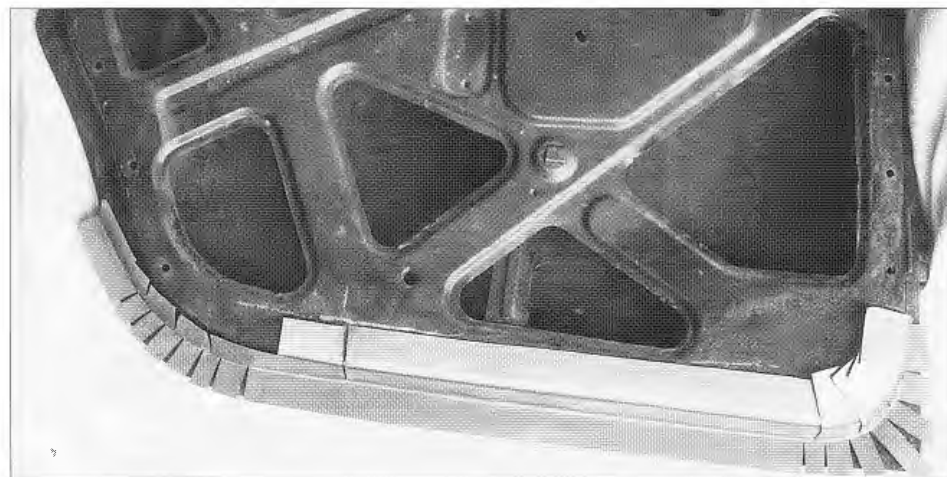


Fig. 4 New metal in place

Often a contentious issue, motor insurance isn't something most of us enjoy paying for.

But are insurance companies getting into gear and offering value for money or is the process of insuring your classic car still...

a problem of policy

It seemed quite a straightforward matter. Now that my 1950 11BL was nearing completion at the hands of Dennis Ryland, an insurance upgrade was in order. The car had been insured before under its Paris plates (7251 M 75) by John Scott & Partners, so a quick 'phone call, it was thought, would bring swift results. It did, but in a rather negative way.

Since we had last enquired, it appeared people under 25 years of age had become 'persona non grata' and since I have two enthusiastic potential Tractionistes under that age, I wasn't too happy. Nor was I with the "subject to valuation" premium of £120 for 3000 miles (£316 with a younger driver, third party only).

Verrall & Co wouldn't quote at all for younger drivers, neither would Norton & Co. Their premiums otherwise were £117 and £106 respectively.

Footman James, with whom I have another 'classic' car insured, quoted £90 for 3000 miles and an astonishing £758 with under-25s. On the basis of existing business, I asked for cover (hoping to insure my son elsewhere) and filled in the proposal forms in what I thought was a truthful manner. The car is in good to

excellent condition save for the door interior panels which await a visit to Depanoto in the summer. Dennis suggested a 'value' of £6000. Then the troubles started. A voice on the 'phone said that Corinthian Motor Policies (the insurers used by Footman James) had decided that no cover over £3000 could be given because the vehicle wasn't in A1 condition. They had, it seemed, contacted a professional restorer of these cars who had valued the vehicle at £3000. I had, of course, made the mistake of listing category A2 for the bodywork since A1 says that the bodywork/chassis must be free from rust. Now, like any steel-bodied car mine has some small patches of surface rust here and there, as, no doubt, does yours. I said to the man from Corinthian – and to the man from Footman James – that claiming that the car was rust free would give an insurance company a reason to walk away from a claim, an activity much in the news lately. Both gave identical answers "...in nine out of ten cases, this wouldn't happen." Hardly reassuring!

Further 'phoning established that Classic Restorations had been the restorers contacted. "No", said a voice on the

phone, "we didn't value it, we just gave a ball-park figure for a Traction with an MoT."

There must have been some heated exchanges, for the following day Footman James phoned and confirmed their quoted price against the original value.

Questions arise.

Firstly, is your car as stated on your proposal form? By what means was it valued? Is your category a realistic rather than an optimistic one? Will the value be honoured by the insurance company or will you have to sue, as reported recently in the press.

Perhaps a more serious one is that if no reasonable insurance (relatively good on cover and free of excess premiums and enormous excesses) isn't available for younger drivers on old cars which will do 65mph with the wind behind them, where are we going to get the younger interest vital to a club? The Vintage Motor Cycle Club is already feeling the 'greybeard' effect of few new riders coming along. Will this also happen to the TOC? Anyone able to enlighten the rest of us?

Bob Champ

Classic Car Insurance - Market Trends

by Martin Cooke, Director, Bain Clarkson

First the bad news

The motor insurance market changes rapidly – four weeks is a long time in insurance trends – but it is twelve months since I last put pen to paper and there has been an enormous transformation in that time.

The late eighties will be remembered for its 'soft' market conditions when competition forced premiums below economic levels and huge underwriting losses followed. The early nineties saw dramatic increases in premium levels fanned by increasing accident frequency and an upsurge in theft and joy-riding claims.

The Classic Car insurance market was late to be affected by this market cycle, but most of us are painfully aware that classic car premiums also rose sharply last year.

Now for the good news

Steps taken to restore profitable underwriting are working and Insurers are cautiously looking for ways to increase their market share once again. The prospects for more stable premiums in 1994 look promising. Theft is still a problem but positive initiatives by Insurers, the Police and the Motor Industry have led to greater awareness of the need for preventative action. Better security devices are fast becoming available, immobiliser and alarm systems are being assessed by Thatcham Research Centre on behalf of Insurers and some of the best systems qualify for premium reduction.

Good quality business keeps the account healthy and we target our products and marketing very much towards the genuine enthusiast. Old banger owners looking for cheap insurance is not what we seek and the 20 year-old East-Enders with an ungaraged Cosworth used for everyday transport need no longer apply! Maybe an extreme example, but sound underwriting selection helps to keep premiums reasonable for the vast majority who cherish our classic cars.

Choosing the right policy

There are more and more Brokers offering classic car insurance and the increased competition generated is also a real factor in keeping premiums to a reasonable level. However, care is needed when shopping around since no two policies are identical, and you need to make sure the policy chosen is suitable for your requirements and not encumbered with potentially costly restrictions. The cheapest is not always the best and we firmly believe that the quality of the Insurance Company backing the scheme is paramount.

Most Brokers offer low cost schemes for classic vehicles which only do a limited annual mileage, although this type of policy is not always available if you do not have another car for everyday use. The Broker will be able to give you guidance on this and insurance for classic cars in daily use can generally be catered for at somewhat higher premiums.

Maximise the benefit of agreed value

The primary factor that appeals most to the classic owner is the Agreed Value basis of settlement in the event of a total loss through fire, theft or accident. Do remember, however, the obligation to notify your insurers of any change in value – whether further restoration work has increased its worth or whether the value has fallen or risen in sympathy with market trends. We therefore encourage policyholders to update their valuations periodically and will be assisting our own clients in the coming 12 months by enclosing a valuation form with renewal invitations for this purpose.

Finally...

We at Bain Clarkson wish you a good season's Classic motoring in 1994 and hope that talk of total loss is purely academic with not even a skid or a scratch to come your way.

Martin Cooke

Cost

The popular excuse for premium increases seems to be the rise in number and value of claims. So auto criminals really are attracted to easily traced, difficult to sell, classic cars... or are they? And being a high-performance car which can turn on a sixpence is, presumably, the reason why the Traction is also targeted by joy-riders!

Young drivers

If you try to insure a seventeen year-old who passed his/her test last week and wants to drive a Porsche 911 it is understandable that it could prove very expensive if not totally impossible. A driver's experience, or lack of it, is obviously a major factor in calculating premiums, but the apparent 'carte blanche' policy of restrictions on young (but not necessarily inexperienced) drivers seems both negative and short-sighted. Like a lot of leisure and associated activities, classic cars attract people of all ages and walks of life and their interest is often nurtured from early on. Then, right at the time they are most enthusiastic and can take a more active part, that same enthusiasm is snuffed out by restrictive insurance policies. They should be encouraged rather than subdued, indeed, I wonder how many young drivers have 'totalled' their (or their parents') Traction to enable the underwriters to come to the conclusion that they are virtually uninsurable? And without these younger enthusiasts, where will the classic car insurance policyholders of tomorrow come from?

The small print

How closely do you read the small print on your policies? They still seem to be full of jargon and 'legalspeak' and difficult to understand. Get-out clauses like "anything else that might be relevant" is ambiguous beyond belief.

Conclusion *Classic Car insurance – a licence to print money?*

Most owners of classic cars are caring and conscientious toward their pride and joy. Attention to the car's mechanics is often to a higher level than the modern car and a classic owner knows the car's limitations, usually driving well within them. So are the insurance companies taking advantage of this? Maybe for 'sensible underwriting' we should read 'profitable underwriting'. Obviously profits need to be made and to state publicly that an increase in premium is due to "a need for greater profit" would be commercial suicide. But do insurance companies view the Classic Car market as a lucrative one that can offset losses in others? As the law requires us to insure vehicles used on the public highway we have little choice than to pay up, that is until someone offers a policy that ISN'T used to subsidise other areas of their business. And, whilst applauding any initiative to curtail auto-crime in all its guises, overall a more positive approach from the insurers, encouraging people to enjoy motoring, classic and otherwise, is needed.

A couple of observations:

John Gillard of Classic Restorations confirmed that Corinthian did ask him to value what turned out to be Bob Champ's Traction, but they were reluctant to pay for an inspection, saying that an estimate of the Traction's value 'unseen' would be acceptable. So, being unable to actually inspect the car, John obviously erred on the side of caution.

One way around this particular problem is to insure through a company that allows owner-valuation. This usually requires a detailed description of the vehicle together with a couple of colour photographs showing current condition. Companies such as Norwich Union operate this sort of scheme, and although the premium may not be the cheapest, it saves the potential aggravation that Bob suffered.

bring me sunshine

*Earlier this year,
the Irish contingent
were set to don
wet-weather gear
for their spring
outing...*



**Tractions parked in the Moy,
Norman Moore (in sunglasses) comments to
locals on the first sighting of the sun this year!**



Outside Agory National Trust property

Christmas '93, and it was decided to pick a day in spring for our first outing of the year, the 10th of April was decided upon. In the intervening period it had rained incessantly and as the day approached, the numbers willing to attend slowly fell away until only a handful of us were left – but, what a handful! A 1938 Lt 12, a 1954 Légère, a 1949 Normale, the only Irish built Traction (a 1955 Lt 15) and finally Michael Wood's recently restored 1947 Lt 15.

The day finally arrived and... no rain, no wind, and, to everyone's surprise, much sun!

All the cars duly arrived, although Michael was a bit late – his daughter had decided to play some tunes on the horn the previous evening and a flat battery was the result – but he made it.

Lined up on the Mall in Armagh we made a mouthwatering sight. Under the watchful gaze of a police patrol we set off for the Moy, a famous market village where much attention was paid to the cars.

A pub on the square provided necessary liquids (essential for tractioneering) and we then headed to the Agory, a National Trust property where the car park attendant, who was French, was proud to greet us.

Upon enquiring, the warden agreed to let us line up in front of the house for some photos. A little later and after much questioning she confessed to having fallen in love with the cars (mine especially!) – but unfortunately she was already married!

Before we left she even gave us a personal tour of the house as a way of saying thank you.

So concluded a memorable outing and we await our annual run planned for August.

Frank Gallagher ■

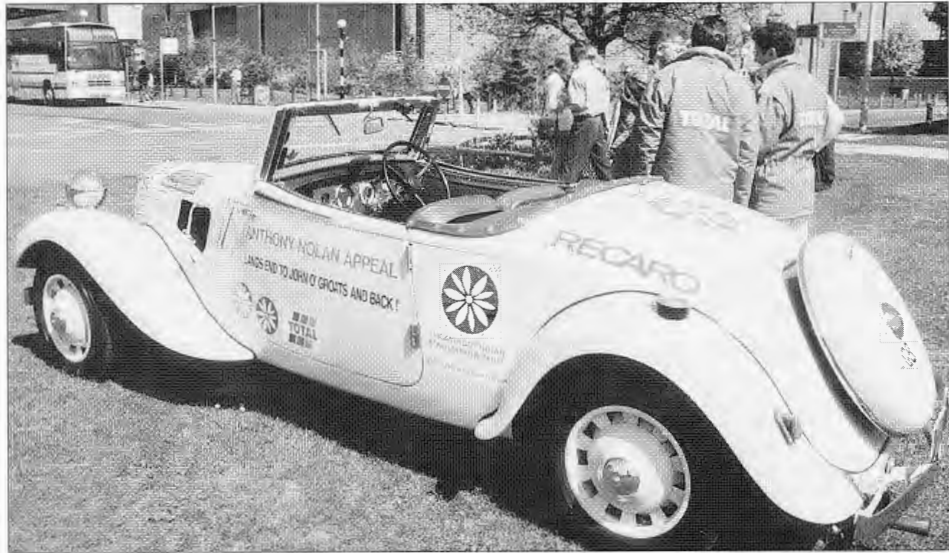
A quick trip to the shops!

The Boyds' guide to Tractioneering at the limit

First of all, it was good to see so many friends to see us off on our journey.

As you may have gathered by now, the trip was completed without incident and Marc and I arrived back in 38 hours, some 10 hours less than the scheduled target time. We covered 1878 miles at an average of 49.7 mph and 30.5 mpg, the latter being achieved with a good deal of very hard driving. I think it would have been possible to have reduced the time by about another two hours but it is a very tiring journey to undertake and you do need the occasional stop.

John Savelli and his team met us towards Perth together with Ian Nairn and Maurice Miller and his family before we eventually pushed off south without any particular incident taking place although a large stag ran across the road in front of the car early in the morning which gave us a fright. Luckily, we missed it! On the journey south, tiredness was the real problem and we swopped driving responsibilities fairly regularly to keep going. Strangely enough, after a while you get a second wind so to speak as far as sleep is concerned and the rest of the journey which saw us at Land's End at around 7pm on Sunday night and eventually home by 2am the following morning, was completed without us falling asleep! In fact, we had a reasonable night's sleep before finally going on to the welcoming committee at the NEC midday on Monday.



High Noon – David and Marc discuss tactics before departing

Emily performed remarkably well and my thanks in particular to Roger Williams for his excellent work on the gearbox which now has a 10x31 crown wheel and pinion and a new synchromesh. His driveshafts were also used and new camshaft bearings also helped the car to go like a rocket with the speedometer finger regularly bouncing off the 80mph stop for hours on end.

My thanks also to our excellent social secretary, Stan Barker, who made many of the arrangements possible and to everyone else in the TOC and CCC who took

particular interest in this epic trip and also provided welcome donations.

Last but not least my thanks to my son Marc, without whose driving support the whole exercise would not have been possible.

On the question of donations, we aimed to raise £1000 but it looks as if we will beat that figure at least five times over!

A worthwhile result for a very worthwhile cause.

David Boyd ■

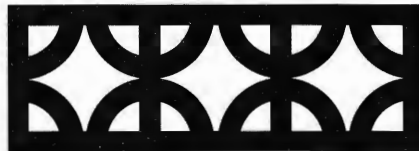
toc
CHESHIRE
'94

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,
Tel. 0565 873092 or 061 872 8947 (work)



André Citroën
father of the Traction Avant

It was sixty years ago that André Citroën unveiled the Traction Avant, a car that was to shape the future of popular motoring. It was the realisation of...

one man's dream

Front wheel drive today is commonplace, even taken for granted. Back in 1959, when Sir Alec Issigonis launched his world shattering Mini, driving the front wheels was something of a novelty and even then there were those who claimed it would never catch on.

By the time the Mini had arrived front wheel drive had already been around in a mass-produced car for twenty-five years, Citroën having shown the way ahead a quarter of a century before. Nothing in automobile development is new: it has all been seen before, even in 1934 the mechanics of front wheel drive were perfectly understood and had been applied since the birth of the car itself. All that was different was that the technology had not been perfected in mass production.

It wasn't only driving the front wheels that made Citroën's Traction Avant so special, it was a question of appeal and design, of elegance and streamlining and, above all, projecting the image of the new out of all proportion to what had been previously understood.

Citroën's Traction Avant was not exotic - that was left to such machines as Pinin Farina's Alfa Romeo 6C 2300 Pescara or, for sheer panache, the Alfa 8C 2900 of which only ten were built. Exoticism extended also to the Delage D670, Bugatti T57, Mercedes 150H and so on. For sheer audacity, nothing could beat the streamlined Lincoln Zephyr.

True, the Traction Avant was designed as a car for the masses, yet neither was it utilitarian. The Thirties were an age of extremes of social fortunes - while an element of the population enjoyed the opulence of the extraneous motor car others were grateful for the miracle in

miniature of the demure Fiat 500 Topolino, the ubiquitous Austin Seven, the popular Morris Eights and Ford Y types which were all the rage. Vying somewhere in the middle ranges was the willing workhorse Renault Primaquatre and Opel's favourite, the Kadett, which quickly found 100,000 satisfied customers.

For Andre Citroën the Traction Avant was to some extent a natural progression. In 1919 the Patron who diversified from making munitions turned his skill to building motor cars and not for the first time. Before the Great War Citroën had been called in to rescue the ailing Mors company, which he did with some success. The Patron's aim was to build 100 Citroën cars a day and although many claimed this to be impossible they were proved wrong within a couple of years. Initially out of Javel arrived the Type A, a miracle in its time as it was sold as a complete package; then came the B2 followed by the B10, B12 and B14. By far the most successful though was the little 5CV, a delectable machine, rugged and reliable even if its brakes were a little uncertain. The little lemon, as it liked to be known, was not designed for speed, so what matter stopping? Its reputation did not stop however, and to this day hundreds remain around the world.

As the C4 and C6 models proudly appeared in the late Twenties it was clear American influence had dictated their design. Citroën never disguised his admiration for Ford in particular and had purposely set out to install American manufacturing methods in his factories. After the C4s and C6s the Rosalie made its mark by creating a quite unprecedented excitement throughout France by smashing all endurance records at the



In Citroën's early days, the demure 5CV successfully put thousands of French families on the road. Even now, hundreds have survived world-wide.



The cover of a brochure issued in August 1934 for the launch of Slough-built cars. The photograph was retouched to include sidelights, and reversed to show the car in RHD form. (The word 'Superconfort' on the front tyre is reversed.)

Montlhéry race track. Andre Citroen had an extravagant personality and was a master of publicity, this event appealed to his impetuous personality and followed on the heels of the mammoth exploration expeditions across the Sahara desert, though darkest Africa and trans-Asia defying the Gobi desert and the Himalayas.

Rivalry played an important part in Citroen's determination to succeed and it was his old adversary across the Seine at Billancourt that he played cat and mouse. The love-hate relationship between the Jew of Javel and the Bear of Billancourt is one of motoring history's most illustrious stories; in their biographies it is clear that both Citroen and Renault had a high regard for each other even if they were reluctant to admit as such in public.

As the Twenties evolved into the Thirties there is no hiding the fact that Citroen's cars were beginning to lose a little of their appeal. The upright lines of his cars were in danger of becoming dated; a new enthusiasm towards the art of aerodynamics was interesting motor manufacturers on both sides of the Atlantic and the Patron had little to offer. At first the new wave of styling was restricted to softening lines, the slight raking of radiators and elongating mudguards before streamlining became seriously popular in France and elsewhere. There were the eccentricities of course, Chrysler's Airflow and the Burney Streamline had taken the craze to the limit.

There was another problem: money. Andre Citroen's love of the casino was a poorly kept secret and it was well understood that his company's finances had been shaky to say the least. It is also reliably reported that on one more than one occasion the fate of the Patron's motor empire hung upon his hand of cards. There is no doubt the early 1930s dictated the wind of change and Citroen knew his future lay with a completely new strategy. Not for the first time Citroen turned to America for inspiration and the Budd Corporation in particular.

Citroen was no stranger to Budd and, as already shown, to American ideals. Even at the time of the launch of the Type A, Citroen had turned to Ford and General Motors to seek financial help or even a merger. This idea was dismissed by Ford and General Motors were warned off having anything to do with the affair by the French government. Budd, however, had developed the All-Steel body by 1919 and was first seen on Dodge cars; five years later Citroen, greatly impressed with Budd's ideas, had introduced the same principle on the B10 - although a few B2s were so equipped - so as to produce the first Tout Accier cars in France.

Although the front-engine-rear-drive format was by then considered the norm, front-wheel-drive had not fallen completely out of favour and a handful of small manufacturers continued to be exponents of this method of traction. Alvis, BSA, Cord and Tracta, amongst others, were all committed to pulling the car along by its front wheels. What was all the more interesting though was a move towards an integral build design, uniting body shell and chassis into a single unit and this began to present itself as the challenge to be conquered by the end of the 1920s. Nevertheless, for all this enthusiasm unitary construction was not widespread outside France until a decade later.

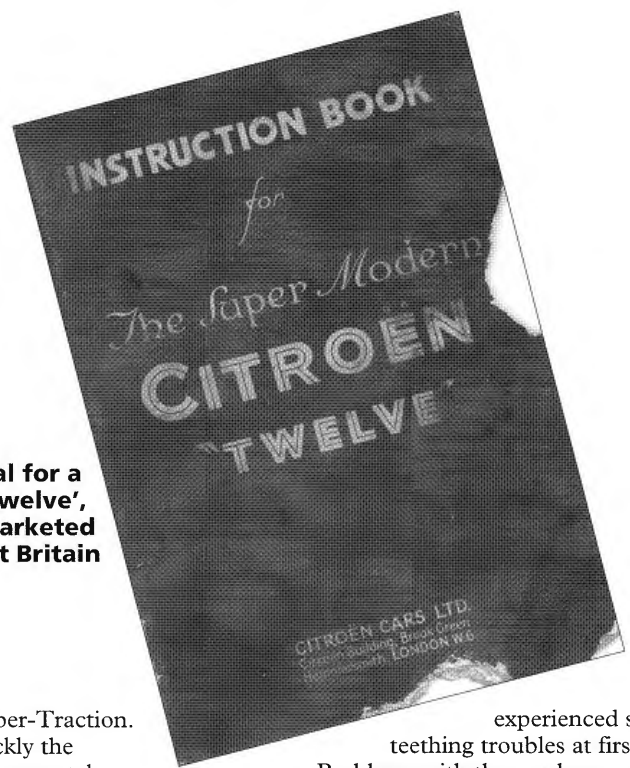
Budd again was at the forefront of technology and helped in the development of unitary construction. Close behind was Andre' Citroen. Budd had been working closely with Joseph Ledwinka on a prototype design and it was Citroen, the master of innovation, they chose to present their ideas.

There is no doubt that the chassis-less

front-wheel-drive car shown to Citroen eventually evolved into the famous Traction Avant. What had happened is that in 1931 Citroen had visited the Budd Corporation and, after being shown the prototype car, had hastily decided this was the way ahead and a lasting cure from his financial crises. It was also the route to gain a substantial lead upon his rivals. History has revealed that in fact there were two prototypes, one a front-drive machine but utilising a separate chassis, and a second car, much more akin to the Traction Avant, with a monocoque shell and front drive. Both cars enjoyed a similar styling exercise.

As far as Citroen's Traction Avant is concerned, 1931 was the all-important year. Not only had the seeds of change been sown in respect of the Patron but Andre Lefebvre had arrived on the scene as well. Citroen knew that in order to succeed he had to establish a car to be so different in concept it would do for him what the Model T had done for Ford. Lefebvre had been long an exponent of the principle of front-wheel-drive having worked with Gabriel Voisin until that company had been taken over by Imperia. It was Voisin himself that urged the young engineer to find a new position where his talents could be realised but Lefebvre made the mistake of joining Renault at Billancourt where his ideas were continually stifled by the ever conservative Louis.

Crossing the Seine after only a short spell with Renault, Lefebvre approached Citroen who was receptive to his ideas. Wasting no time, Lefebvre was installed at Javel with special responsibility for the new car - the Traction Avant.



An owners manual for a 'Super Modern Twelve', as the '7' was marketed in Great Britain

Andre Lefebvre's career had started, as many motor car designers had, in the aero industry. Under the direction of Gabriel Voisin he later moved across to the company's motor division where he was used on what was considered then as eccentric ideas including, of course, front-wheel-drive. With a background as this there is no wonder the young Lefebvre found work at Billancourt difficult but totally absorbing at Javel.

Pressing ahead with restructuring his design team, Citroen went shopping during the late Twenties and early Thirties for the best ability and genius in the motor industry. From Hotchkiss Maurice Sainturat, who had also worked with Delage, was poached; Albert Guillot was head-hunted, from Rolland Pilain; Pierre Provost was acquired and settled down with Maurice Jullien, Bertoni and Cuinot. By the time the team was fully in place Lefebvre was 37 years of age. The year was 1933.

The Patron's brief to Lefebvre was all apparent. The new car would have front-wheel-drive and a monocoque shell; be comfortable and have seating for four, have four doors and unprecedented roadholding. The top speed had to be no less than 100km/h-and fuel consumption of approximately 30mpg; all in all the car had to be outstanding in every way. Citroen's demands amounted to nothing less than something wholly new in the development of the motor car.

Citroen remembered only too well the prototype shown to him by Budd in America: it had a sloping radiator and a raked, split, windscreen; flowing wings which supported neat headlamps and the overall styling was devilishly sporting especially with the proposed vee-8 aluminium engine. The Patron was, of course aiming at a mass market and therefore an aluminium vee-8 was considered too pretentious. More in mind was a robust 4 cylinder engine but as far as prestige was concerned Citroen had his

own plans for a super-Traction.

Surprisingly quickly the Traction Avant began to take shape. Flaminio Bertoni was in charge of styling, Maurice Sainturat had responsibility for the engine while Maurice Jullien sorted out the suspension. Lefebvre had overall direction and subsequently engaged Jean-Albert Gregoire to advise on the transmission. Gregoire only ever acted in an advisory capacity and was never employed by Citroen thereby retaining a certain distance from the project as a whole.

Citroen

The development of the Traction was beset by difficulties and exacerbated by the Patron's demands for an unreasonable timescale. Citroen was told the earliest date by which the Traction could be launched was 1936. This he dismissed with total fury and insisted the car be ready by 1934. Many of the problems originated from the transmission system, firstly the drive shafts and then the gearbox.

Initially Tracta universal joints were used on prototype cars which is not surprising considering Gregoire's relationship to both companies. The drive shafts produced a history of failure and the blame was quickly bounced into the Gregoire camp. Gregoire seethed and set out to prove the problem lay with the component specialist and not with the original design. Nevertheless Citroen turned away from Tracta joints and used Rzeppa ball bearing joints which, in consequence, turned out to be just as unreliable. The affair was eventually resolved successfully when Citroen returned to their old-established supplier, Glaenzer, who managed to perfect the drive shaft system. In truth, even Glaenzer

experienced serious teething troubles at first.

Problems with the gearbox presented another serious blow to the Traction's development and the Patron was getting increasingly frantic over the situation. The fraught condition had arisen when Andre Citroen had met Robert Dimitri Sensaud de Lavaud who had persuaded him his automatic gearbox was the ultimate in technology. True, Sensaud de Lavaud's gearbox had worked well under trials and that its future at first had seemed encouraging. True also that had the system been perfected it would have made the Traction an even more astonishing car. Citroen had ordered the Sensaud de Lavaud gearbox to be fitted to prototype Traction's after experiments with the unit installed in a Rosalie had worked extremely well at Montlhery.

The expected success of the automatic gearbox fitted to the Traction was not to be. Put to the test under normal driving conditions the gearbox oil boiled time after time rendering the unit quite useless. The Patron, though, would hear none of the difficulties and insisted the development be continued. The truth of the matter is that time was running out and however much Lefebvre and his team tried, the gearbox could not be made to perform.

The Patron's bad temper became all the more insufferable until Lefebvre resolved the situation by having a conventional gearbox secretly developed. Incredibly the new gearbox was ready within two weeks and as Sensaud de Lavaud's gearbox troubles refused to go away the new 'box was presented to Citroen as a 'fait accompli'. Citroen could do nothing but accept the situation and agreed, reluctantly, to the manual 3 speed box, the concept of which stayed with the car throughout its production.

There were of course other development problems: drive shafts snapped like matchsticks and the monocoque bodies had a tendency to split apart. The company's dire financial situation did not



Three pre-war Traction's at Ascot to celebrate the Queen's Silver Jubilee motoring event

help matters and only made the early launch of the Traction all the more necessary to restore confidence. Whether Citroën himself knew, or those closest to him realised, the Patron was ill, suffering from stomach cancer.

Exacerbating the stress of the situation still further, Citroën suddenly ordered the complete refit of the Javel works instructing the work to be carried out in record-breaking time and with no loss to production. Amazingly the work took just four months to complete, anywhere else such an enterprise would have taken years. The reasons for such a move were twofold: firstly to improve the company's standing in industry by making ready for a new model and, secondly, to compete with Louis Renault. Billancourt had just been updated and it is suggested Renault invited Citroën to visit the revamped factory. Furious that his old adversary could steal a lead on him, Citroën could not be seen to lag behind.

Life became virtually intolerable at Javel as the deadline for the launch of the Traction neared. The car was not ready but the Patron could not be convinced to delay announcement by even a few weeks. Everybody sensed disaster.

As 1933 crept into 1934, and knowing the Traction could not be fully prepared in time, the Patron nevertheless went ahead and arranged an extravagant meeting of his agents to which the Traction would be unveiled. The agents arrived from every part of France, apprehensive at what they knew of the company's financial crisis and even more concerned that the grapevine had suggested the new car to be too revolutionary to be of any value.

That the Traction caused a furore at its unveiling to Citroën's agents is an understatement. The concept of front wheel-drive, chassis-less construction and a design streamlined and of low build was

beyond belief. It had other attributes too: the wet-liner engine, torsion bar suspension and superlative comfort all neatly packaged produced a superbly engineered car distinctly ahead of its time. The Traction had its critics though: they saw the car as being too adventurous, too complicated and too



radical to attract the mass market; they saw it as the company's death knell. In part they were right as the enormous cost of development helped to break the Patron.

The Traction was launched in May 1934. It cost 17,700 Francs. Its appearance caused disbelief throughout France, such curiosity and debate not seen again until the launch of the 2CV and later, the DS.

At its launch the same problems that had bedevilled its development remained in part. The question as to the reliability of the driveshafts had not been rectified and the rear cross member of the monocoque

shell was still presenting difficulties. The car was dreadfully underpowered, the 1302cc unit required enlarging. With the car at least in production, Lefebvre and his team could concentrate on getting it right.

Catastrophe struck the Citroën empire as creditors lost confidence in the Patron and demanded their money. The company collapsed as a house of cards. The Michelin brothers stepped in, placed Pierre Boulanger in charge and it was he that tidied up the Traction affair. As a final blow to the Citroën regime the Patron died on 3rd July 1935, aged 57.

Boulanger was determined the Traction should succeed and in a relatively short time had the quirks sorted out. In so doing certain rationalisation was necessary and plans for a vee-8 Traction, the fabled '22', were scuttled. The 1302cc engine was eventually joined by a 1628cc unit but by far the most popular engine was the 1911cc unit first seen on the early 'sports' version.

The tribute to the original design is its longevity of life: a 1957 car appears virtually identical, apart from relatively minor styling changes, to a 1934 model and over a twenty-three year production span, that is success.

National and International Events

**Some time later this year?
(changed from May, changed again from June!)**

Channel Tunnel Convoy

You never know, it might happen – one day!

Join the convoy run to France to celebrate the opening of the Channel Tunnel.

Contact Ian Nixon on 0268 751033 for the latest information on taking Le Shuttle.

(It might be quicker to build an amphibious Traction and sail it across!)

10 – 12 June TOC Annual Rally

Cheshire

DON'T MISS IT

This is the club's premier event of the year.

(See page 11)

17 – 19 June Citroën Car Club Annual Rally

East of England Showground, Peterborough

The CCC's annual rally moves northward from Huntingdon. (Only just!)

Information: Brian Drummond 0273 833745

14 – 17 July Tour of Brittany

Highly recommended, for Francophiles and Tractionistes alike.

If you're interested, please leave your name and number on the helpline answerphone.

7 August Annual Irish Citroën Run

The second year this event has been staged.

Citroën supremo Frank Gallagher can give you all the details: 0365 325847

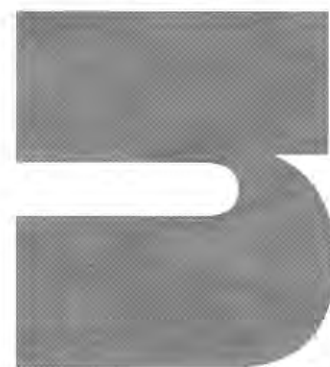
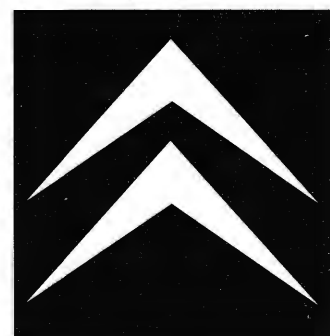
August Riverside Rally

Classic Restorations' annual bash by the Thames

25 September London Classic Car Show & Autojumble

Kempton Park Racecourse
Now in its thirteenth year, further information 0923 829547

**For information on any of the above events,
please phone the Helpline, 0425 674476.**



Boyd on Roadsters

Nigel Webb raised some interesting questions about Roadsters in the December issue of "Floating Power". I suppose I am very lucky owning one of these delightful machines and, as many will know, it gets a fair bit of hard use, both abroad and in the VSCC events.

Like Nigel, I enjoyed Tony Stokoe's article regarding his own Roadster and, from all I hear, it has been beautifully prepared. How nice it is to see members of the Club really taking a pride in their cars a far cry from the early days of the TOC when, to be honest, there were a few "bangers" around. Overall, the standard of presentation of cars has improved immensely and this is not only good for the Club but also for the Marque itself and, not least of all, prices which have generally held pretty firm, even in these recessionary times.

Fred Annells knows more about Roadsters than I ever will, but I would like to raise a few points regarding Nigel Webb's article. Firstly, Joe Judt's old car, CRY 788, was purchased some 8/9 years ago by John Dryhurst who lives near Solihull. It was in a poor state and has now been considerably renovated and is painted in Borely ivory which is the same colour as my own Roadster. I hope we will see more of this car next year but it can usually be seen in John's garage, John Dryhurst Motors, based at Sheldon, Birmingham.

The maroon Roadster, CFG 716, which was also known as the Criterion Motors Roadster was indeed run around for some time by Brian Lawrence and I believe it has been off the road for some time now but the owner has passed it down to his daughter who, I understand, is now arranging for the renovation of the car. It may well be that John Gillard at The Arch is involved here.

Walford Bruen's Roadster, SW6 178, is very original and very much treasured by him. I once asked if he would be prepared to sell it and got a very firm answer in the negative!

The Roadster, DUO 157, which was restored at Peacocks was purchased from somewhere down in the South West of the country some 10/14 years ago by Steve Kemp who is based in the Leicester area. Steve was a regular attendee at TOC meetings but we have not seen him for a year or two. Nigel mentioned that there was at one time a very rotten Roadster in Peacocks' yard and there is a story that this was the car driven by Laurence Harvey in the well known film, "Room at the Top". It was rotting gently in the summer rain when I last saw it some 7/8 years ago.

36 CTR was a well known car in the early 1980s but has not been seen around for some time and I am not sure who owns it. It did indeed take part in Citroen's own TV commercial some 10/12 years ago but I rather think that this was for the launch of the GS rather than the BX. Whether GS or BX, the Roadster seemed to attract more attention than the actual car being launched!

Then there is Fred Annells' Slough built Big 15. This has had much work done upon it at Peacocks of late and Fred is well on the way towards finishing the car which I hope we will see around this year.

As for GRB 911, I have heard a lot about this car and, from photographs, it does seem to be a well prepared vehicle. Who knows, we may see this around again.

Then there was that mysterious Roadster, EJJ 922, which featured in a photograph in an earlier "Floating Power" magazine. This car was owned by a chap called Tolner who is quite well known in the Autojumble scene because he sells a lot of secondhand tools and machinery. Tolner ran the car in the Sheffield area for quite a time and then took it into a local garage for repairs and promptly forgot it for about 3 years! He then remembered, went back to the garage only to find that it had closed down. He did, however, manage to trace the owner of the garage and visited his home whereupon he found the Roadster sitting in the field next to the house looking somewhat sorry, to say the least. The car was then advertised in "Exchange and Mart" some 7 years ago and I was pipped at the post by Bryn Hughes who purchased it. I am not sure of its whereabouts now and perhaps someone can enlighten me. Could it be that Peter Stenner has it?

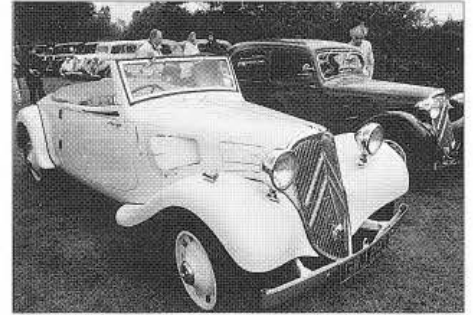
GS 9576 was, at Nigel Webb stated, once owned by Albert Archer. He was the Manager of the Locarno Ballroom in Birmingham and I remember seeing the Roadster outside his establishment on several occasions because I used to frequent the place in the hope of meeting a little of the local talent! It was indeed a blue car, not in very good condition and was serviced by Radwar Motors who were the local Citroen agents at Soho Road, Handsworth, Birmingham. Some members of the Club may be aware that they produced Spats for front and rear wings as well as an excellent Rocker cover in aluminium using the name Radwar. Some 8/10 years ago, the car was purchased by someone in the London area and now resides in his collection. I think that John Gillard probably knows more about the whereabouts of this car but it is sad that it has simply disappeared from view.

Last of all, HVW 7, owned by William Sellers, has not been seen around for some time. Like Nigel, I saw the car in the middle 70s when it performed very well at the VSCC events at Prescott Hill Climb. It was blue and completely stripped out of everything that needed to be removed to reduce weight. The Arnott Supercharger replaced the dynamo and I have no doubt that Willy had to have a good selection of batteries to keep the car going whilst it was in competition. It was, indeed, a left hooker and I believe that Willy used the car on his honeymoon to tour France many years ago. It is time we saw this car also.

Finally, it occurs to me that having read the article "South Bank Show" in the December magazine that GRB 911 may well be John Braithwaite's car. If it is, it looks splendid.

So there we are, I am sure that there will be others who can add to Nigel's original

article and I think it would be super if someone could co-ordinate an up-to-date article on Roadsters which would, I am sure, be interesting to many of our members. Come on, Fred, here's your chance to put on paper all the facts and figures which I am sure are at your fingertips!

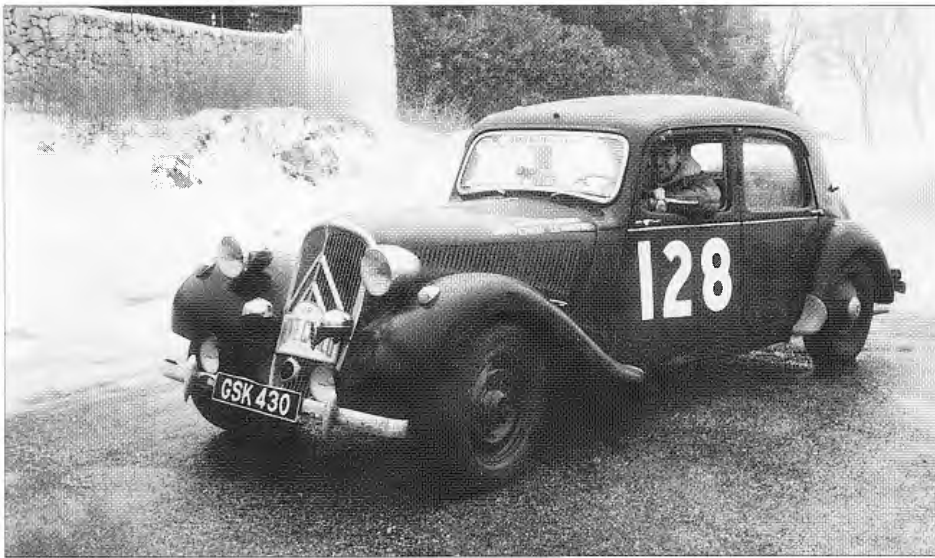


As for my own car, GWJ 293, I purchased this in October, 1979, and finished restoring it in the following June. It has given 13 years of superb service and I consider myself to be very lucky to own one of these splendid cars. Incidentally, I was very fortunate in locating this vehicle, the whereabouts of which were, I understand, known to John Gillard. It had been at the local Citroen agents at Stoke-on-Trent, Ray & Proctor Ltd, and had been owned by Ken Ray for some 15 years. Some attempt had been made to restore it but it had never been much of a goer and I think that Ken had lost heart and put it in his garage at home where it remained for many years, sadly getting rather damp and rusty. My brother, Malcolm, heard about it through a chance meeting at the local Citroen Agents at Minworth, Sutton Coldfield, where Malcolm had called in driving his own Light 15. One of the young mechanics admired the car and just happened to mention that his father had a similar car but "it didn't have a roof"! Naturally, Malcolm's ears were flapping rather like radar scanners and very soon we established the whereabouts of the father and ultimately the meeting with Ken Ray took place resulting eventually in the purchase of the Roadster. It is in exactly the same colours, i.e. Borely ivory with red leather. The floor had fallen onto the ground and the engine and front suspension were scrap. Altogether, quite a learning process putting it into its present condition and, to say the least, a slight drain upon one's banking account. Nevertheless, if one does not make an investment, one never gets a return and I have to say that the returns in the form of enjoyment over many years have been incalculable.

**David Boyd
Redditch
Worcestershire**

To say David's roadster gets "a fair bit of hard use" could be the understatement of the year - David, son Marc and 'Emily' have just successfully completed an 1878 mile marathon drive in less than 48 hrs. See page 16.

As readers will be aware, Fred Annells gave us a potted history of known 'live' roadsters in the last issue.



Car 128 en route to Monte – did it get there?

An uplifting experience

I enclose a photo of a Traction on this year's 'Classic Monte', entered by Martin Green and Chris Le Maitre.

The photo was taken by a friend who was an official on the event. He said that the car wasn't best prepared – apparently they didn't have a working jack! He helped them change a wheel using a jack from a Ford Mondeo.

John Worthing
Ludlow
Shropshire

PS
I don't know if they finished.

Neither do I!
Can anybody out there enlighten us?

All change

Recently I purchased a Citroën 11B manufactured in France in 1950.

Since I have to change the car from left-hand to right-hand drive to be allowed to drive here in Hong Kong, I would like to ask whether you can help me getting the following parts (all for RHD):

- 1) Steering box
- 2) Pedal box
- 3) Dashboard

In addition, I need to replace the mirrors.

I would be most grateful if you could help me obtain these parts.

Dr. C Stark
15A Hamilton Court
8 Po Shan Road
Hong Kong
(fax (852) 540 3176)

Although Citroën Paris did build RHD Traction for export, I think finding a genuine RHD French dashboard may prove difficult – hopefully for Dr. Stark, someone can prove me wrong! (The steering and pedal boxes ought to be easier to find.)

If you can help, please contact Dr. Stark direct.

A little bit of help...

After four years of Traction ownership, I am now enjoying meeting with other owners in both England and France.

My car is a French registered 1951 Légère which although purchased from a scrapyard in France, is in remarkably good condition. Although I keep the car in France, I am a member of the TOC and enjoy the club's events such as last year's annual rally in Yorkshire where we met such a friendly bunch of enthusiasts.

Having suffered a near fatal accident, I am pleased to report that my car is now back on the road. However, whilst France is the birth place of the Traction obtaining parts locally is proving quite a problem – I am sometimes forced to drive hundreds of miles to purchase necessary items. During a visit to a nearby car boot sale I spotted a Traction and duly sought out the owner, a Gerard Murrisset who has proved invaluable in providing lots of the parts I needed to finish the car. His store of old bits and pieces collected over the years is second to none – wings, bonnets, headlamps were all to hand in one of his many lock-ups!

After the rebuild, during which we enlisted the help of local garage owner Yves Chantipy, the car looked truly superb – so long as you didn't look inside! So, the next job to tackle was the retrimming. Once again Gerard came to the rescue, putting us in touch with a retired upholsterer who was persuaded to come out of retirement – albeit temporarily. The quality of his work was first class and it is a pleasure, once again, to take the Traction out on the highways and byways of central France, attracting admiration and waves along the way.

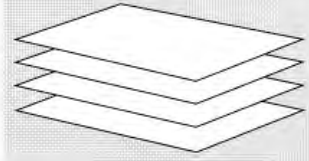
Gerard and his family have since become good friends – all thanks to a mutual love of André Citroën's dream car.

Stephen Berry
Bolton
Lancashire

I'm sure André would be pleased to hear of the camaraderie between Traction enthusiasts.

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



Roadster parts list?

Does anyone out there possess a Parts List for a Traction Roadster? I know they do exist as I have a couple of photocopied pages from a French one.

Fred Annells
Bourne
Lincolnshire



HELPLINE

0425 674476
(24hr answerphone)

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

Martin Nicholson reports on what's been happening during those committee meetings

Well, 1994 seems to be flying by. I'm sure it was only a few weeks ago that I prepared the last 'In Committee' but it could conceivably be one or two months!

Because of the need to sort out the limited liability and the Credit Card situation, the Committee has been meeting on a monthly basis, rather than every six weeks or so. More of that later.

I know that one or two members wonder what we find to talk about, but bearing in mind that the meetings only last two and a half hours or so, Chairman Roger Dyer ensures that we do spend the vast majority of the time talking 'Club Business'. However, we would welcome any prospective future Committee Members along for constructive comment – and then look forward to their hand being raised for election at the next AGM.

Incidentally, the 'In Committee' notes obviously represent a 'precis' of the actual meeting minutes. The minutes usually run to 3 or 4 pages of A4 typed script and copies are circulated to all Area Reps as well as Committee Members, if you want to read the unexpurgated version! Anyway, to business...

FINANCES

At the last count, Peter White reported the following balances:

Current A/c £573.42
Deposit A/c £10.00
B.Soc £13,496.08

Peter has increased our 'All Risks' insurance from £20,000 to £30,000 and our Public Liability insurance in the UK to £1,000,000.

MAGAZINE

John Starke apologised for the last magazine being a little late. This had caused Stan Barker a few problems on the HelpLine with members concerned about not having received a mag – was it because they had not paid their subscriptions on time? The answer is not to panic too early! In addition to the mag, John has organised French wiring diagrams (thanks to the Swedish B11 Klubben) and new TOC tax disc holders and Windscreen Stickers. Details of these can be found elsewhere in the mag. Our Editor mentioned YET AGAIN that he is still awaiting 'a couple of lines' on all Committee Members and Area

Reps, so that you, dear reader will know who you elected. (Those who haven't sent anything to John will know who they are!)

SOCIAL CALENDAR

Once again, as FP covers the calendar in detail every issue, I won't duplicate things here, but it is worth mentioning a quick thanks to Stan Barker for all his efforts, as every time I seem to cover this particular section in one or two lines!

MEMBERSHIP

At this time of the year Peter Riggs is unable to give a full number of members as he doesn't know who is going to renew their membership! Membership fees were set at £20.00, with £10.00 extra for airmail. The Spares Levy was set at a one-off payment of £30.00. See your renewal forms for full details. The contents of the 'membership pack' were reviewed, in future it will contain:

- Previous 'Floating Power'
- Membership card
- Tax disc holder
- Window sticker
- Tool hire leaflet
- Spares list
- Parts and Club shop order forms
- Mutual Aid list

We also are to look at the possibility of a colour leaflet showing what is available from the Club Shop.

Marcus Lasance has produced a membership list, which was current towards the end of the last club year. As before, this has only been issued to Committee Members and Area Reps. If you require information contact your Area Rep, but remember that he/she is NOT permitted to give you a copy of the list.

SPARES

A stocktake took place on 9 April. The value of stock is now around £24,000. Roger Williams has made the tools and these are being distributed to all Area Reps. Our thanks to Roger for his help.

CORRESPONDENCE

Concern has been expressed regarding certain members putting in 'excessive' hours on behalf of the club. This always has been, and always will be, a problem. The Committee can only ask Area Reps and members generally to keep an eye on

things and advise the Chairman if there is a particular problem. As members, area reps, and committee all work on a voluntary basis, the club must be fairminded and can't make payments to some and not others. We all give our time and efforts freely. (Although no one should be out of pocket as a result of helping the club.) The Committee received a letter from David and Marc Boyd, thanking the club for the donation for their 'marathon drive' in aid of the Anthony Nolan Appeal. Incidentally, well done all three of you!

Limited Liability: By the time you read this, the TOC will be a Limited Company. The name will not change, but all stationery will contain a note to that effect, together with the company number. There will be three directors and one secretary, all existing committee members.

This action has had to be taken in the light of our trading with areas overseas where our public liability insurance could be inadequate should a claim occur with any of the items the club sells. Without legislative protection, all members could have been liable, so it was important that we restrict any such liability to a 'company' rather than the club and the members thereof. So now we can all sleep at night! If you require further information, please drop a line to the Committee.

Credit Cards: We are having a few problems finalising the adoption of credit cards. The card company requires three guarantors from the club with, as we understand it, an unspecified amount of liability. Needless to say, committee members weren't too keen to take on this responsibility, so we are looking at the possibility of taking out an insurance policy to cover the risk. (As personal guarantees are required, we can't use the Limited Liability to cover us). We hope to sort this out at the next meeting and there will be full details in the mag as and when cards can be accepted.

Once more playmates, that's about it, except to say that my car was eventually finished, well, apart from some minor detailing, and made it to Caen for the 50th Anniversary 'Traction en Fete'. Perhaps I'll put pen to paper on that later. See you next time.

Martin Nicholson ■

tocSHOP

Posters	Les Tractions	£2.50
	Traction 3D	£2.50
	Traction Avant blue/white	£1.50
Badges	chromed TOC grille badge	£15.00
	TOC windscreen sticker	£1.00
	enamel Traction brooch	£2.50
	blazer badge (3" square)	£5.00
	embroidered Traction badge	£5.00
	blinkies (battery operated)	£3.50
Models	Burago 1/24 scale die-cast 15CV	£7.00
	Matchbox kit coupe/roadster	£4.00
Sweat shirts	(embroidered Traction motif) in red, navy, grey, burgundy or white children (26", 30", small)	£12.00
	adults (M, L, XL, XXL)	£14.00
	Sports shirts (embroidered Traction motif) in red, navy, green etc adults (38", 40", 42", 44")	£14.00

Tee shirts	(Traction print) in red, white, blue or grey children (26", 30", small)	£5.00
	adults (M, L, XL)	£6.00
Workwear	(blue polycotton with Traction motif) overalls (42", 44")	£19.00
	warehouse coat	£15.00
Various	20 Floating Power covers	£4.00
	greeting cards (pack of six)	£1.50
	ball point pen	£0.60
	balloons	£0.10
	mugs	£1.50
	tea towels	£2.00
	golf umbrella (blue/gold)	£15.00
	enamel plaque	£18.00
	Brooklands Gold Portfolio	£9.50
	Brooklands Manual 4cylinder	£19.95
The British Citroën (by M. Bobbitt)	£14.95	

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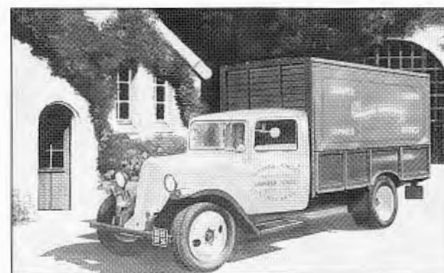
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CARS FOR SALE

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For information contact:
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245 Chaussée de Charroi,
1060 Brussels, Belgium
Tel 010 32 2 538 52 35

For Sale

1954 11BL, Paris built LHD
The car was rebuilt two years ago including all new upholstery, headlining and carpet. Mechanical work included front suspension, driveshafts etc. £5,500
Robin Abrey
0374 627211 (Dorset)

For Sale

1953 Slough Lt 15, KCJ 944
Mechanically sound, MoT'd, suitable for daily use, paintwork untidy but body not rusted, interior original but needs tidying. Reluctant sale after 10 enjoyable years. £4000 ono Rob Davidson
081 868 0390 or Classic Restorations 071 928 6613

For Sale

1954 LHD Normale
Complete car requiring major surgery, however, offers easily restorable wings, bonnet, boot, bumpers, lights etc. Sell complete for £450 or split
0277 630488

For Sale

Although it is always enjoyable driving Citroën's front and rear drive cars, there might be a time to say goodbye!
First of all:
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

1955 Paris built Lt 15 (11BL) owned since 1980, complete with new stainless steel exhaust, new Michelin X tyres. Unused and unloved for the last two years – £3500 as it stands or £3850 running with MoT. For more details contact Chris Ryle on
0527 62794 (Worcs)

For Sale

1955 11BL, Black, Paris built. Excellent mechanics and body. Much spent. Phone for more details. Adrian Andrews
0628 528945 (Berkshire)

For Sale

Rosalie Van converted to caravanette. Unique. In good order but requires minor attention. Has been seen at Citroën meets. For further details and offers contact Martin Kaley 0494 446541
This extraordinary early Citroën can be viewed at Barwell, Leicestershire.

For Sale

11BL LHD Big Boot
Good engine, very good body – just resprayed dark green, new chrome £3500 Phone for more details 071 729 7136

For Sale

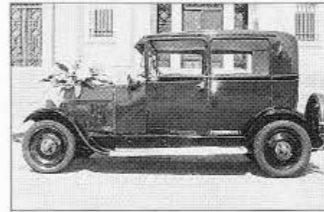
1955 Paris built Normale, black, partly professionally restored. Excellent body & interior, sound engine & gearbox, easy DIY project. Advice and assistance available if required for completion.
Price £3250

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

1982 H-Van SWB diesel
Possibly one of the last produced and the best example in England. Service history and recorded mileage of 82,000kms. Resprayed in 1992 and used regularly in the Midlands.
Price £3500

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021 357 2256 (evening)
0902 495 758 (office hours)

For Sale



1923 B14 in good running order, used regularly in Belgium.
£6000
Keith Boyes 0482 631088
(Viewing can be arranged)

For Sale

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1939 Onze Normale (11B)
Very solid car, newly painted, on pilotes, original auto choke, interior etc.

Paris-built Normale 1954, excellent all round condition. Perfect interior, drives beautifully.

Please phone for further details: 0279 466609

For Sale

DS Super 1971, LHD, white. Excellent condition, looks and drives like new. 43,000 miles
£3500 ono 0442 870293

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For Sale

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For Sale

Pair of driveshafts for a Normale/Familiale One good, one average with protective metal sleeves and rubber boots. Can deliver to TOC Rally. Frank 0365 325847

For Sale

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£28 + postage to cover
2.75lbs weight.
Ball pin adjuster for the track
rod end.
£11 + £1.50 P&P.

PLEASE NOTE:

Exchange items only sent
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Mike Tennant
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Mitcheldean
Gloucestershire GL17 0DL

For Sale

Breaking Slough Lt 15, many
parts available including:
body panels, engine, gearbox,
suspension, steering, wheels,
lights, etc., etc., etc.
Please phone for details
0652 650749

For Sale

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box, track rod ends, fitted
ready for use. £75
Jack Fallon 081 886 5598

For Sale

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Sadly breaking, numerous
parts available. 0442 870293

WANTED

Wanted

SIX! SIX! SIX!
Have you any surplus parts for
Six Cylinder Traction?
Will buy or exchange for
4 cyl bits. Items specifically
needed include:
straight rear bumper, Big 6
badge, radiator grille, nearside
rear light, air filter
Marcus Lasance 0206 230109

Wanted

I'm still looking!
Traction to drive away. Must
be sound and roadworthy.
Martin Rhodes
0206 303323 work
0206 395522 home

Wanted

One Pilote wheel for my Lt 15
(I am still looking!)
Keith Boyes
0482 631088

Wanted

Traction Roadster!!
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0344 774628

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For Lt 15 - one pair of front
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one bumper, two overriders,
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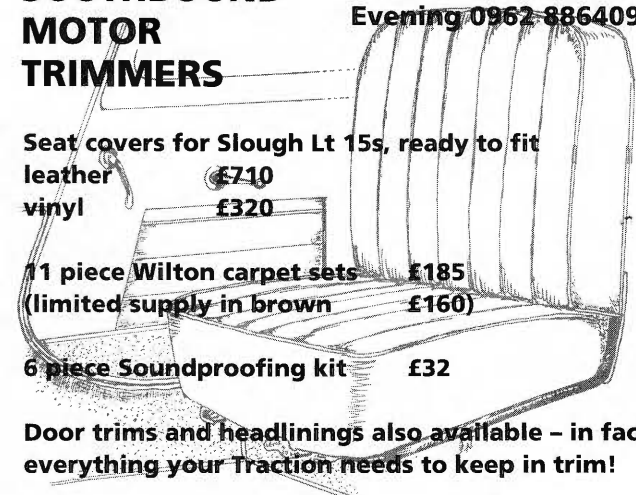
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From £75 per week
Details from Stephen Berry
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Seat covers for Slough Lt 15s, ready to fit

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11 piece Wilton carpet sets £185
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**Door trims and headlinings also available - in fact
everything your Traction needs to keep in trim!**

