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*Floating
power*

august
ninety
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please contact your local organiser

Floating Power

THE MAGAZINE OF THE
TRACTION OWNERS' CLUB

VOLUME NINETEEN ISSUE THREE **august**
ninety
four

Welcome to the Bumper Rally issue of Floating Power, with special reports on the Big Three: the Caen Memorial Rally, the Heart of England Tour, and, of course, the TOC Annual Rally.

Meanwhile, back at the club...
IT'S ALL HAPPENING!

New sections:

so there must be a TOC section near you:
Lakes & Border – Malcolm Bobbitt
North Midlands – Steve Southgate
South Midlands – Chris Ryle
contact details on opposite page.

New officers:

Lynne Jenkinson has bravely volunteered her services to run the club shop.

New services:

The club now has a dedicated Spares Hotline for your urgent spares orders – 0453 886463.

AGM date has been set for Sunday 6th November, full details on page 20. A copy of last year's AGM accompanies this FP.

The vast majority of you have now renewed your memberships, but a few have not (you know who you are!). So come on, send Peter Riggs your money NOW, or this will be your very last Floating Power! What a horrific thought!

Already lined up for your next FP are:

- the Tour of Brittany, arguably the best organised rally in, er, Brittany?
- from across the pond, Dennis Bayer on Tractioneering – California Style
- and Derek Fisher reports progress on his Big Six rebuild

Deadline for next issue is September 17.

John Starke

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ok, let's go!

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cover picture
Liberation of Paris, August 1944
courtesy Mick Popka

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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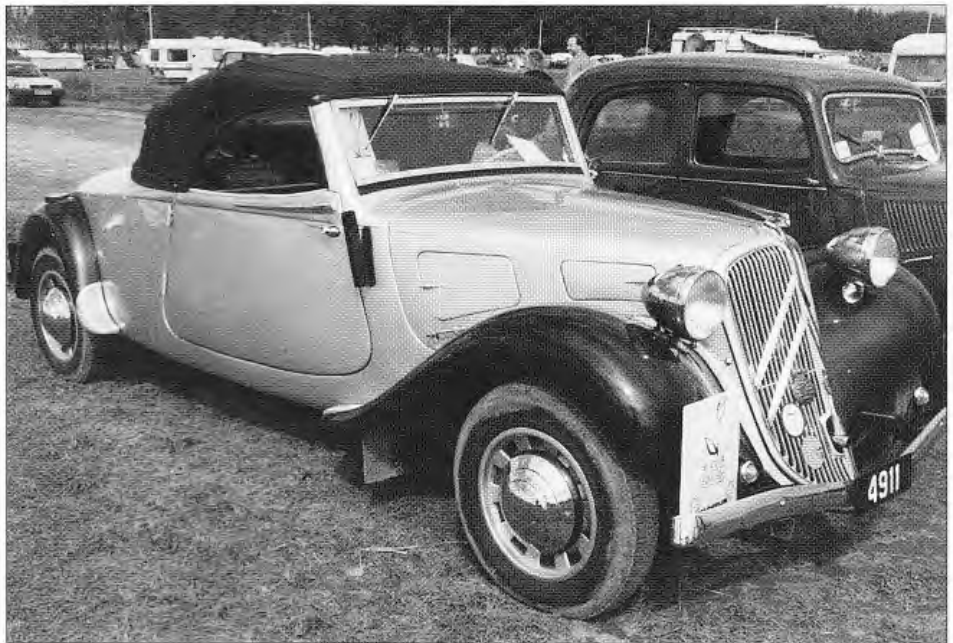
ISSN 0265 0630

RARE TRACTION ROADSTER BACK ON THE ROAD

POSSIBLY the rarest surviving Traction roadster will be back on the road this year. So says owner and Citroën aficionado Fred Annells, whose Slough Big 15 Roadster is rapidly nearing completion.

Fred hopes to have the burgundy roadster ready for inclusion in the forthcoming National Classic Car Show at the NEC. Although the car requires some mechanical work and trimming to finish, Fred is optimistic that it will be able to take its place on the TOC stand at the show on the 19/20th November.

**A French Big 15 (Normale) Roadster
at the ICCCR, Flevohof, Holland**



SPARES HOTLINE

WITH IMMEDIATE EFFECT, you can phone through your urgent spares orders on the new TOC SPARES HOTLINE – 0453 886463 – if Dennis Ryland isn't available to take your call personally, you can leave a message on the answerphone.



HELPLINE

0425 674476

(24hr answerphone)

When phoning please give:

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

CLUB DEVELOPMENTS

NEW sections, new services, new officials – it's all happening in the TOC!

New sections have started in the following areas:

LAKES & BORDER – Malcolm Bobbitt
NORTH MIDLANDS – Steve Southgate
SOUTH MIDLANDS – Chris Ryle

...so there must be a section near you – see contact details on page 2.

With Steve Southgate now running the North Midlands section, Lynne Jenkinson has bravely volunteered her services to run the club shop. Lynne will be offering new ranges of clothing and models adding to the extensive choice of goods already available. See tocshop advert page 24.

The club now has a dedicated SPARES HOTLINE for your urgent spares orders – 0453 886463. Dennis Ryland would still appreciate written orders to avoid any confusion over what parts are needed.

Talking of spares, club secretary Steve Reed will be taking on the role of Spares Sourcing Officer in order to locate parts suppliers and investigate the possibility of re-manufacture of those parts that are no longer available. This will mean the club will be looking for someone to take over as club secretary. Nominations please...!

Nominations please...

THIS year's AGM has been arranged for Sunday 6 November at the Pavillion Golf & Leisure Centre, Solihull, West Midlands (only five minutes drive from the NEC).

At last year's AGM, Chairman Roger Dyer expressed his desire to stand down at the end of this year – so who should replace him? Also, as Steve Reed will be concentrating on sourcing new parts for the spares operation, a new club secretary is needed. Send your nominations, and any other topics for discussion you would like raised, to Steve Reed at least 14 days prior to the AGM.

Delage connection

TOC member Clive Hamilton-Gould is organising a joint venture for rear-drive Citroën and Delage enthusiasts later in the year.

The Delage - Citroën Rally will take place on Sunday 18 September, meeting at the Heritage Motor Centre, Gaydon with an informal drive in the Cotswolds during the afternoon, ending near Bicester.

Details from Clive on 0869 346554

Keeping track

THE latest form of deterrant from would-be car thieves is an electronic tracking device. We all remember the sort of device, as featured in countless episodes of *The Man From Uncle* and *James Bond*. Concealed in the car and activated when stolen, the electronic tracker transmits a signal enabling Police to locate the car.

The system proved invaluable recently when a Mercedes 300SL was recovered from a container awaiting export from Felixstowe docks. Bound for the Middle East, the Mercedes was discovered after its alarm signal was picked up by a detector unit being used by Port Police during a routine patrol; and although there were thousands of containers at the Port, it only took a couple of hours to locate the correct one.

Alec Bilney



Corporate signage

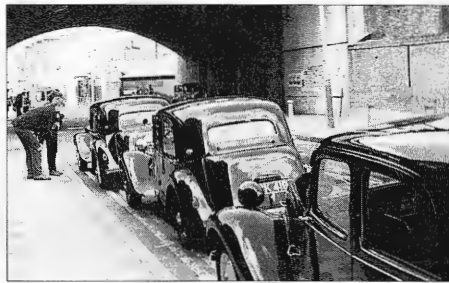
ALWAYS fancied a Traction sign to adorn your garage but been able to find one? Well now your problem has been solved, courtesy of Monsieur Bénéz of Champigny sur Marne. Mnsr Bénéz creates two styles of silhouette sign for the Traction owner – he is contactable at 6, rue Jules Péan, 94500 Champigny sur Marne, France.

.....in brief

■ **CITROËN** are aiming for 100mpg with their AX Eco. An EC funded research programme seems to be bearing fruit with this frugal hatchback returning 104.6 mpg at 56 mph using a modified diesel unit. (Compares with a highly commendable 85.6 mpg from the standard production AX Diesel.)

■ **FUEL INFORMATION** is available from the FBHVC. Two pamphlets, entitled "Valve seat recession - use of unleaded fuel in older engines" and "Fuel problems - use of modern fuel petrol in older engines" cost £6 each or both for £11 from the FBHVC Secretary at Elton House, Church Lane, Tydd St Giles, Wisbech, Cambs, PE13 5LA. Cheques please, made payable to the FBHVC.

■ **ANOTHER Car Restoration course:** Rycotewood, Priest End, Thame, Oxon Tel 084421 2501 Fax 084421 8809



Looking for 'The Arch'?

A Private View

WHEN Citroëns meet it is an occasion, when Tractions meet it is an affair! So it was with the much heralded 'Private View' at Classic Restorations recently.

Tucked away in a railway arch near London's Waterloo Station, John Gillard's Aladdin's Cave for the Tractioniste can be a little difficult to find – but not so this time, with Tractions parked in the surrounding streets acting as signposts.

John had transformed his premises from that of a 'packed to the gunnells' busy workshop, to one of atmospheric Thirties France. The experience was total – film show, posters adorning the walls, all to the accompaniment of Edith Piaf.

Centre stage was a display of the bits, normally hidden, that make a Traction go. With the occasional bumper and door propped up or hanging from the wall, the atmosphere was most authentic.

A hugely enjoyable event and a great contribution to the 60th year of the Traction.

Malcolm Bobbitt

12 months, and counting...



IT'S NEVER TOO SOON to organise a major event!

Having announced in the last issue that the club intends to run **Raid France '95** – combining the 10th ICCCR with a week's stay in the beautiful Lot valley – the response already has been terrific. But it has already become obvious that it will be impractical if not totally impossible to run a single convoy from the UK, however it is proposed that we organise mini-convoys from various ports, with stopovers suggested for those wishing to meet up 'en route'. Rik Blote of Camping Le Ch'Timi has given us special prices at his campsite: 60ff per night per pitch (tent or caravan) 1600ff for one week's hire of on-site 4 berth caravan.

Watch out for more information in future issues. In the mean time, if you are interested in joining what looks like being, the event of the decade, please phone the helpline, 0425 674476.

section scene



SCOTLAND

Join us at the CCC Scottish Rally being held on 6/7th August at the Doune Motor Museum. There will be loads happening over the weekend, see the Events page for more details.

Ian Nairn

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.

Please contact Frank Gallagher on 0365 325847 for further details.

WEST COUNTRY

Thanks to all who made our June picnic such a success – especially to Maureen and Dennis Ryland for the food – but also to the occupants of the 14 Tractions that attended. And we look forward to seeing a photographic record of our July meet in a forthcoming "Practical Classics" guide to buying a Traction!

Our September meeting has been put back one week to avoid clashing with the CCC Stratford Rally. We shall be back at the Old Station Inn, on the A39 at Hallatrow, from 12.30 on Sunday 18 September.

Steve Hawes 0275 817973.

SOUTH MIDLANDS

The new South Midlands section will meet every 2nd Wednesday of the month, 8pm at the Golden Cross, Aslens Grafton, nr Stratford-upon-Avon.

Organiser Chris Ryle is on 0527 62974.

PEAK NEWS

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 Sept. We aim to meet in the car park at noon and then drive down the 'period' street. Driver plus passenger are admitted free if the car is over 25 years old. So, bring a picnic and enjoy the day with us.

Bev & John Oates 0298 78473

Tips and hints this issue, from Steve Reed

Trimming solution

If, like most Tractions, the trim around the doors on your car keeps coming adrift, where the caulking material (the paper-like material jammed into the body shell into which the trim is nailed) has become very weak and will not support the nails, here is a solution that worked very well for me.

In the building trade, 'Uni-Bond', a PVA adhesive, is used almost exclusively for the bonding and stabilizing of weak and unstable surfaces and membranes – the plaster on ceilings and walls etc. I have found that it is also very successful when used to strengthen this caulking.

For optimum performance it is recommended that three separate applications are made:

1st application
1 part Uni-Bond to 5 parts water

2nd application
1 part Uni-Bond to 3 parts water

3rd application
1 part Uni-Bond to 1 part water

It is necessary for successful results to persevere with each application to ensure that the caulking is well soaked and leave to dry for a minimum of 48hrs between applications.

It is an easier job than relacing the caulking with wood and better than glueing with a contact adhesive, which can cause problems if the trim material isn't fitted correctly first attempt.

Steve Reed ■

Don't forget, if you have any technical tips or hints, please send them for inclusion in techtorque; also, if you have any problems that need solving, let us know, we'll try to help!

Wot no sunshine?

Help!

The sunshine roof on my Lt 15 has stuck, but not totally seized. I think something has broken inside and is stopping the panel moving. Can you tell me how to get at the 'works' without spoiling the headlining?

Can't get out eh? Perhaps you could use the doors! Seriously though, as with rain bringing windscreen wiper problems, the sunshine seems to cause havoc with sliding roofs. This makes it necessary to remove the panel for routine servicing such as lubrication of the runners, cleaning away rust or tidying the trim.

To remove, take out the two small screws in each front corner of the sun roof panel, carefully insert a small spike through the now empty screw holes and push the runner stop clips towards the outer edge of the panel. Once they are clear of the runners you can lift the leading edge of the panel, slide it forward and out.

Once the sun roof panel is out, you can lubricate the runners and mechanism, and effect any repairs that are necessary. If the locking mechanism requires attention, you may find that removal of the headlining section covering it may not be necessary.

To replace, simply reverse the removal procedure.

Poor distribution

It has often been mentioned that the standard Lucas distributor is not very suitable for the Lt. 15, and that the Scintilla gives better results. Why should this be so?

The standard Lucas distributor for the Lt. 15 is less satisfactory because the advance curve is not quite the same as that of the original French distributor. Naturally in France, with the very large production, a special distributor was designed to suit the engine. However, it has been found that the Scintilla is more suitable for the Lt.15 and one reason for this is that the Lucas unit has a very short life as far as spindle bushes are concerned, and as soon as there is play at this point, the precision of the timing is considerably upset. In the case of the Scintilla unit, it is fitted with longer bushes and the rotor head is lighter, and isn't subject to so much vibration and wear it therefore gives better results.

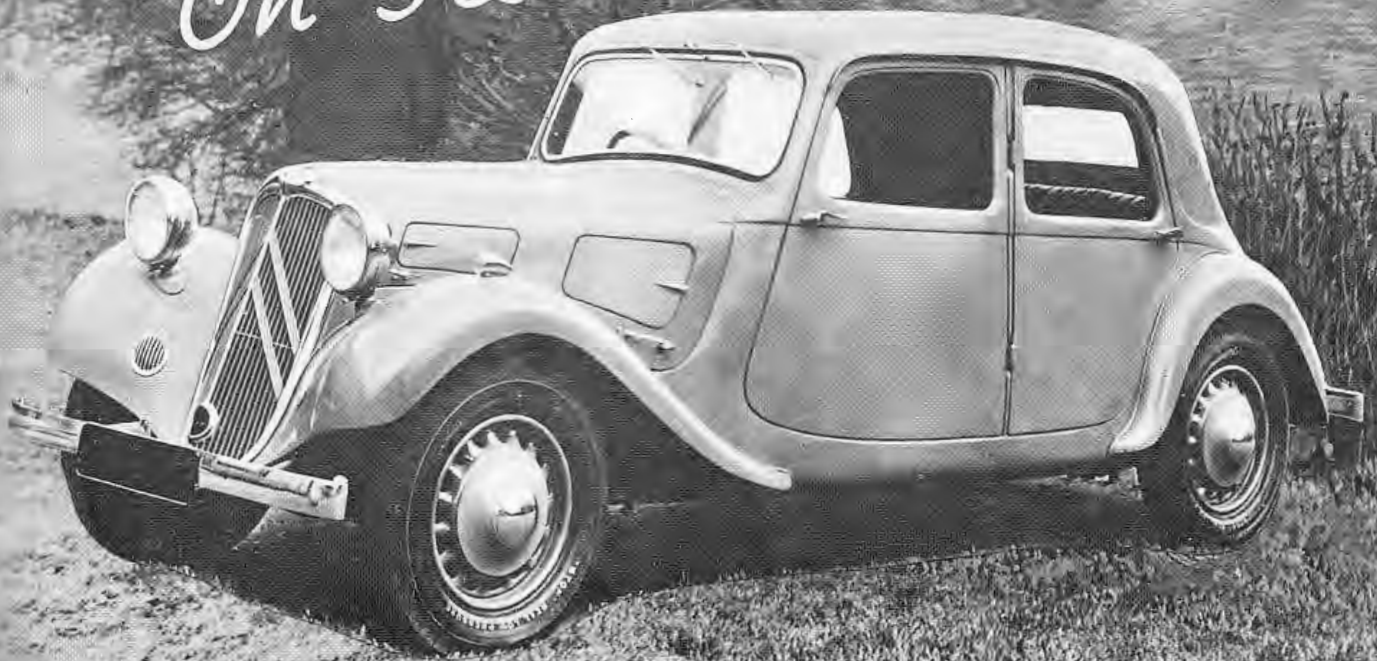
VALVE CAMS AND TAPPET CLEARANCES

a
**GEORGE
NEWNES
Publication**
—
Vol. 6—No. 149
—

Practical Motorist

3[¢]
**EVERY
FRIDAY**
March 13th, 1937
Registered at the G.P.O.
as a Newspaper

*The Citroën "Twelve"
On Test*



BOSCH

For 50 years racing drivers have successfully pinned their faith to BOSCH. For 50 years discerning motorists have fitted BOSCH and never been let down



ON ROAD & TRACK THE LEADERS STILL !

'Traction en Fête', the

M

1944-1994

“OK,

...as General Eisenhower put it – his words signalled the beginning of the end of the Second World War.

Fifty years on, and Martin Nicholson heads south for the Channel and the Caen Memorial Rally...

**The Memorial Rally site at Caen
215 Tractions of every type –
and colour**

“There’s....a Black One and a Black One, and a Black One and a Black One.....”

But they weren’t all made out of “ticky-tacky”, and neither did they all look the same! (Apologies to Pete Seeger!).

Such was the view from the top of the hill at the Memorial Museum in Caen one beautiful Sunday afternoon in May; 215 Tractions, of every shape and size, gleaming in the sun. A True Transcendence!....but it all started a couple of days earlier.

The Thursday evening before ‘the’ weekend proved to be rather an anxious period. There was still a fair bit to do on the car before its ‘inaugural flight’, that is since the completion of six years plus of blood, sweat and tears! However, by Friday lunchtime we were ready for the ‘off’. Vicki and I had invited our Godson, Robert and his Dad, Lester, to come with us. Robert’s Grandfather having beaten us

to the ‘Beaches’ some 50 years earlier! Our own son and his wife followed in the CX, as ‘back up’ and we made the mid afternoon ferry from Portsmouth to Caen in good time. It’s strange, and you’ll all know the sensation of the first real trip in a newly restored car, listening for every noise. “What was that noise? Sorry, I was just moving my foot over the carpet... Was that you again, or is it coming from under the bonnet?...What’s that rattling, is it coming from under the dash?...What loose plastic cups you hadn’t secured properly?”

Anyway, all was much calmer after a couple of beers on the boat in the company of five other Tractions, and of course their owners, together with a helping from the Brittany Ferries’ splendid menu. A calm crossing and a beautiful sunny evening really set the scene.

We all appeared to be staying at the Hotel Ibis in the centre of Caen, and as I



e D-Day memorial rally

let's go

was the only one with a detailed enough map, Lester was volunteered to navigate. No problem, he'd obviously been there before, but even his navigation was unable to help us get out of the underground car park!

Over breakfast on the Saturday morning we had a chance to study the most informative documentation provided by Corinne Fillette and her team, at the Memorial, and headed off to the Citroen Factory on the outskirts of the city. Our navigator was on form. Unfortunately the weather was not. On our arrival the drizzle turned into a downpour which was to be with us 'til mid-afternoon.

We all collected our 'goodybags', packed with information, badges, a red Citroen cap and a nice commemorative model Traction. TOC umbrellas were in evidence everywhere, Steve Southgate reckoned he could have cleared the Club's stock that

morning! Several TOC members had dressed for the occasion; they included Richard and Angela Hooley as RAF and Wren Officers, Angela having problems persuading the French Press that she was not revealing a garter on the bonnet of a Traction! Andrew and Karen York were in period 'Civvies', Karen's fur wrap being ideal for the weather conditions. Steve Southgate was sporting a period blazer, but more of that later; and Stan Barker was wearing his demob suit, at least that's what Paul told me it was!

A tour of part of the Citroen factory followed, a herd of drenched Tractionistes squelched their way along the production line for suspension spheres. As always, it's not until you actually see a process, that you realise how many different operations are involved. I managed to impersonate that famous nursery rhyme character, John Muddlecombe, ie, I lost my cap. Just

couldn't find it, poor ole chap! It couldn't have been for more than a minute, but it was gone. Who, I thought, would want a sopping wet cap? Stan Barker put me right, Citroen had run out!

The herd of now steaming Tractionistes headed for the Citroen canteen, No! let's call it a restaurant. If the workers eat and drink like that every day, it's a wonder any cars are produced at all!

After the repast the rain appeared to ease slightly and a fuller inspection of the assembled 'transcendence' was possible. There were, of course many interesting cars in evidence, from a working Gas Powered car to several superb Cabriolets, and from 7s to 11s to 15s of every body shape and nearly every colour of the rainbow. Who said they were all Black?

The next hour or so was spent in a 'Grand Parade' through the city, complete with Police Motorcycle escort through



Above French resistance spotted en route
Left Richard Hooley's 11BL



Pure white, pure elegance

every set of traffic lights. Just behind us a Normale was belting out Glenn Miller classics and what with the reception we received from the majority of the inhabitants of Caen, the party atmosphere was beginning to start. I won't dwell on the political angle of the event; as far as the French were concerned this was a celebration not just a commemoration.

The sun soon cleared away the clouds as we pulled into a lush green valley area at the back of the Memorial Museum. The grass was of course very wet and the resplendent cars received a light coating of mud on the brightwork. I spent a little while removing some with the assistance of my Godson whilst French television looked on.

An introductory look at the Museum followed, we were to have a full visit on the Sunday. Olivier de Serres introduced several of the more 'interesting cars', and

happily some of the Brits were included. Time for 'Pastis' arrived and a large buffet was served outside in the grounds. I managed at long last to speak in person to Mr Traction (D'Angleterre), Fred Annells. We had spoken on the phone several times but never been in the same place before! I look forward to our next chat, Fred!

It was a day, or even weekend, of not really knowing what to expect next. Some people were not sure if the buffet was an 'aperitif' or the real dinner. After a quick dash back to the hotel for quick change time, we were off to the Caen Zenith Centre for what we assumed to be a Dinner/Dance with Claude Bolling, (later to be dubbed Claude Bollinger by Nigel Webb) and his 'Big Band'. So, we'd already had the dinner we assumed, what about the dance?

Well, there wasn't one, there wasn't supposed to be one. It just depended on

how you interpreted the 'guide book'. The Zenith turned out to be a Concert Hall and dear old Claude was playing to us the audience. A splendid evening with all the Big Band sound and even some of the original members of the Glenn Miller band. During the interval we had a presentation of several more of the 'interesting cars', including Fred's Coupe. We had to leave before the end, to get young lads to bed, actually they have more staying power than the adults, and anyway by this time Robert had met Nigel Webb's son Tim, and was in no mood for bed. Midnight saw him eating ice-cream in a bar while the entourage quenched their thirst with a few beers.

Eventually we got to bed.

Sunday morning was to be an early start. We had to be in and out of the Memorial car park by 9.30 or we'd be locked in! The weather was superb and having been



Above Ian 'Nixonski' caught in the act

Right Martin Nicholson's front end





So where's the English Channel then?

divided into two groups we set off on a sort of Treasure Hunt along the coast, answering one or two questions, and visiting some parts of the D Day beaches. Certainly something to be done again at a slower pace! There were crowds of well wishers out and we passed through villages waving and hooting. A marvellous buffet lunch was taken on the cliffs overlooking the Mulberry Harbour at Arromanches and having satisfied once more the inner man and woman, we had a quick tour of the village. The museum there is definitely worth a visit, but time did not allow, so having nearly left young Tim and Robert straddling an enormous WWII gun we proceeded across country back to the Memorial at Caen. Prizes were presented, I don't think any of the Brits were lucky enough to win, but with most of the ensemble we disappeared off to see the interior of the Museum. Again, well worth

a visit and this time a special feature had been made of the Traction.

Two hours or so later we emerged and most of the crowd had started to head for home. I returned to the car and had an interesting conversation with a Frenchman, not a Tractioniste, I hasten to add, who simply would not believe that the car was made in England. As he said with arms gesticulating, "Peuff, it is a French car!". I had, in part, to agree with him.

On the way back to the port, Ouistreham, that is, not the bottled variety, we visited the new and old Pegasus Bridges and after a meal and a few more beers boarded the midnight boat for old Blighty.

In all a truly magic weekend, a superbly organised event by Corinne and her team and grateful thanks to them all from all the 25 cars from Britain. Also thanks to our TOC Social Secretary, Stan for his efforts



Swiss excellence

in getting the British side together.

For me this was the culmination of six plus years of work on the Traction; Vicki and I look forward now to being able to really enjoy using the car instead of just talking about it!

Oh, by the way, don't forget, Corinne and her team are already starting plans for the event next year around V E Day.

So see you there!

PS. Unfortunately, Steve Southgate's blazer had to be used as an under car tarpaulin on the way home. Steve apparently lost a wheel, complete with driveshaft. He reported that the car still handled well, despite the ever increasing front tracking. So, for information on the Walsall 3-Wheelers Club contact Steve Southgate!

Martin Nicholson ■



Above Typhoon in the Caen Memorial Museum

Left Richard and Angela Hooley waiting for 'chocks away'

Ye Olde Traction Owners Club

Heart of England Tour

celebrating 60 years of front horse drive



**Sir Stanley of Barker,
Ye Olde Tax Collector and
tour organiser extraordinaire**

Not just beer - but **FREE** beer! That was just one of the Traction attractions enjoyed by everyone through the sterling organisational abilities of Sir Stanley of Barker on the Heart of England Tour.

Stan fulfilled his promise of ales-a-plenty, wine and wenches, merriment and tomfoolery to all those who addressed the wondrous recording instrument and secured a place on the event. It was a mammoth undertaking to arrange a tour over this four day bank holiday weekend and congratulations were proposed at the Sunday evening dinner and deservedly seconded by everyone.

During the Friday afternoon some crews enjoyed a visit to the grounds and tour of historic Holdenby House. Then on to the quaint market town of Lutterworth to pack the car park of The Fox with Tractionists for a pub dinner, a few pints and meet a lot of new and old friends. The campsite HQ was only a short distance away and no doubt the evening finished very late for some.

Saturday saw the route, all of which were excellently prepared with typed directions and maps with the route painstakingly highlighted in markers, take us through the rolling, fox-hunting country of high Leicestershire to Rutland Water. The sun shone down across the shimmering silvery lake and the sleepy little cafe was quickly woken with over 30 Traction crews eager for coffee and cakes. On to Burghley House for the lunch stop. Now stately homes are not really my idea of fun but this was fascinating. The guide showed us the ancient kitchen and fabulously painted ceilings. Then after leaving the house the stone-built country town of Stamford enjoyed the sight of 30-40 Tractionists all trying to get onto the right route out of town. It was mayhem. Tractionists were everywhere. Cars passed each other going in different directions, U-turned and passed each other again in the opposite directions! Fortunately the locals didn't seem to mind and soon the convoy formed up again for a leisurely drive through that early summer sunshine to meet again for dinner at the Welland Lodge Grille.

**Outside the Bass Museum
Steve Southgate's Familiale -
complete with four wheels**



60
years
of
traction
avant



One of the TOC subscription collectors

The church bells of Leicestershire were ringing as we set off on Sunday towards the Bass Museum of Brewing and Shire Horse stables at Burton-on-Trent. This venue was also a checkpoint on the Norwich Union Classic that day and as the last entrant had checked in, our Tractioners were invited to move from the VIP car park to the main museum car park and put on an extra display for the paying public. Who could refuse when one's entrance ticket included a voucher for a free pint of Bass!

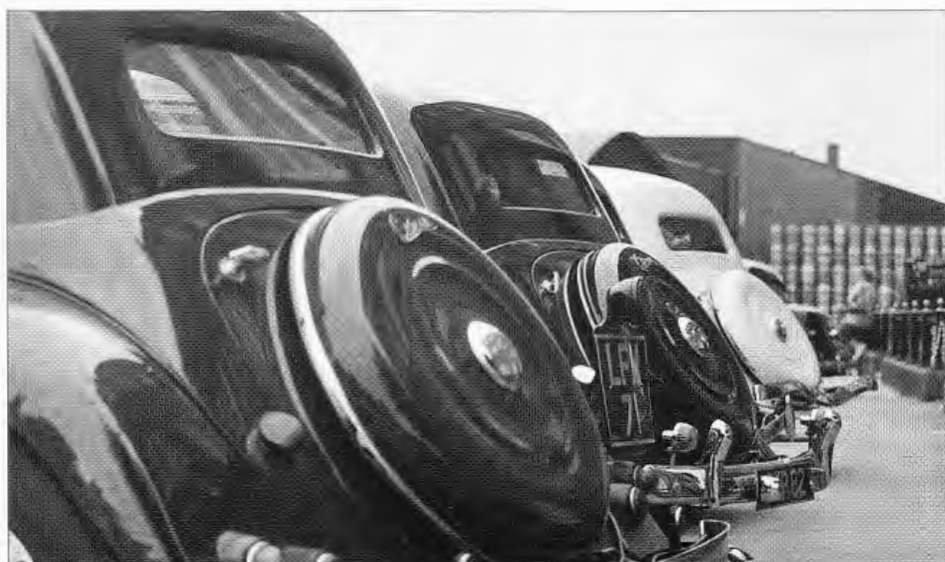
Sunday evening found us at the famous old coaching inn "The Three Swans" at Market Harborough for a first class soirée and dinner. All was very dignified until some crazy oil sheik disguised as Barrie Longden came in to interrupt the proceedings and create plenty of hearty belly laughs. The hotel had prepared us a special anniversary Traction birthday cake and after the meal Stan accomplished yet another astonishing feat, FREE WINE? Yes, he had somehow managed to procure a consignment of 1990 Bergerac specially labelled for the Traction Club in Perigord. (He assures me that it didn't fall off the back of an 'H' van, but, I wonder?). It is a fitting souvenir for the 60th Anniversary Tour and will no doubt be coveted by all who took part.



Above Tuneful accompaniment

Left On the tour

Below Three nice small boots



Nice view in the mirror



Heart of England TOUR

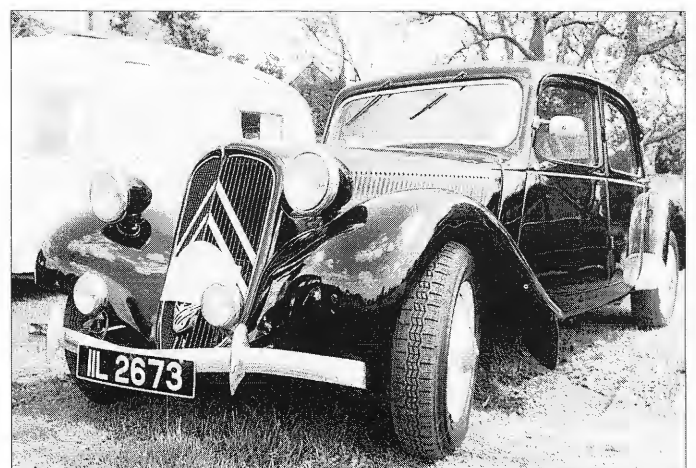
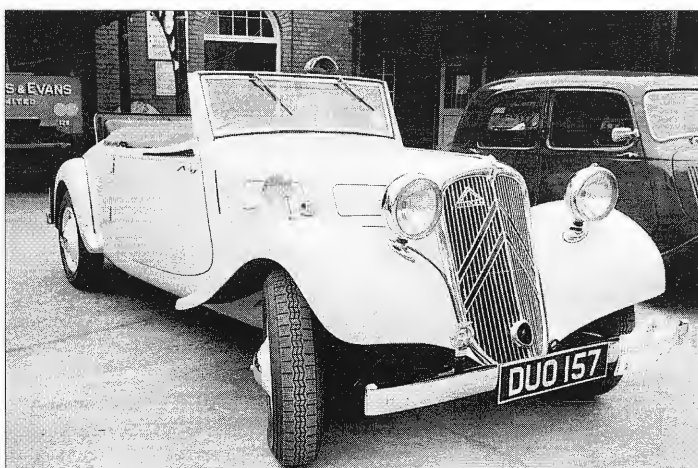
continued



All that meticulous organisation had made the weekend run so smoothly. But the next day was Bank Holiday Monday. Brilliant sunshine again and a convoy out to historic Warwick Castle. There was just too much traffic and too many visitors to allow us to park up in the Castle Grounds. This majestic castle, one of the best preserved in the country, dates back to Roman Times and there were wandering minstrels, jugglers, fire eaters, Knights on horseback and a mock mutiny in the Parliamentarian army to watch. It was a very relaxing way to end this historic weekend for the 60th Anniversary of the Citroën Traction Avant. It was also most encouraging to find that out of about 40 cars attending from the club, only about 6 had ever entered a TOC event before. So thanks to all those new and existing members for supporting such a successful tour. It means a lot of work for the organiser but it is well worth it when everyone enjoys it so much.

Thanks Stan.

Richard Hooley ■



60
years
of
traction
avant



Sheik El Barribrica, tour sponsor and beer taster



PXP 82, Carole Green's Light 15

Above John Griffiths and Co. at the Bass Museum of Brewing

Right Sir Stanley discussing the size of the problem with Paul and Nadine Defelice

Top left Lynne and John Jenkinson's Normale

Far left Steve Kemp's roadster

Left Richard Hooley's 11BL



*notebook in one hand, toolbox in the other,
Carole Green reports from the annual rally...*

flyin*g* solo



**Saturday lunchtime at the
Bickerton Poacher
I guess everybody is in the pub!**

Whilst lulled into a relaxed state, holding a glass of red wine, picnicking in grand style in good company beside 5 Tractors at Shugborough Hall, I foolishly agreed to 'do the write-up' of the Annual Rally at Chester. So, with apologies before I start to those present on the rally, here is my personal view of the 'events' over the weekend of 10-12th June.

For me it was only my second 'solo' outing to a Rally with my 1952 Slough built Traction Light 15 PXP 82. When I say 'solo', as those of you present will vouch for, I did appear to have my own private convoy of ready 'mechanics' just in case - and I'm afraid 'in case' did happen several times. I arrived at the lovely setting of the campsite at Kelsall about 7.00pm. on Friday in our mini-convoy with 'the Penningtons', to be greeted by a fine array of Tractors that had all but taken over the site. Familiar and unfamiliar faces all looking forward to the weekends festivities which immediately started with a welcoming glass of wine. After 'camp' was set up, the rest of the evening was spent, chatting, laughing and warming up around the 'cook area' and later by the very impromptu bonfire. After much coaxing the fire finally lit up the site and the gathering remained there until around midnight though certain people were seen to catch up on sleep in the darkness at the fringe of the firelight! The brave ones of us retired to our tents/caravans and the rest to the snugness of their B&Bs.

Bleary eyed and woken by magpies attacking the dustbins, I peered out to find Saturday not too bad a start at least it



**Chevron formation
Chester Castle
Car park**

wasn't raining. The usual early morning rituals took place - yes, checking oil and water levels, tyre pressures, oh and then washing and breakfast! Our numbers grew as the morning wore on. The obligatory uniform was donned by all - a fine assortment of hats - some quite ridiculous and it appeared certain people either couldn't make their minds up which hat to wear or just wanted to show off that they possessed more than one!

We set off - a grand looking convoy headed by 'our leader' Mr. Brick, sounding reveille. I had managed to obtain two passengers who thought they could just sit back and enjoy the view - silly people. I was just saying how pleasant this all was as we drove in the middle of a long line of Tractors through the lovely Delamere Forest, when PXP decided it was so nice it would have a rest! I pulled over and there was immediately a lot of head scratching, bodies around the now open bonnet and various pairs of hands undoing 'bits' and consulting one another. (At this stage I would like to point out I know very little about cars but at the end of the weekend I had learnt how to blow the jets out on the carburettor and undo the distributor to check the points ! !). At last life once again burst into the car and we were off - I think with the passengers now wondering what they had let themselves in for. We caught up with the convoy on the drive to The Bickerton Poacher where Barrie ushered us in to the car park (which we monopolised) and we all dived in for a pub lunch. After our repas we gathered in the car park en masse for a photocall - well several, ending with

hats being flung into the air.

Next stop would be the Cheshire Candle Workshop - that is those of us who could get started. Yes, PXP wanted a little longer to rest, so heads and hands under the bonnet again and after a little TLC it burst into life again. (I mention here that the rest of the day it behaved perfectly).

The drive to the Candle Workshop was beautiful past two old castles perched on hill tops. About a twenty minute stop gave an opportunity to admire the skill of candle carving - and also buy an ice-cream! At this point one or two other Tractors had decided it was good fun to tease their owners and play up. Eric was having a little trouble with clutch and gears but I think he had a lot of advice from son Michael.

A brief stop (much to relief of the male members of the convoy) was made at Turners Fabric Factory perhaps we could purchase a nice little floral number to recover the seats in our Tractors? Onward, to a very interesting collection of automobilia/cycling memorabilia at Mouldsworth Motor Museum. One of the joint owners who had kindly opened up especially for us, gave a brief history of the place and how the collection had grown. He was very enthusiastic and really pleased to we had visited.

Back to base, what they had let themselves in for. We caught up with the convoy on the drive to The Bickerton Poacher where Barrie ushered us in to the car park (which we monopolised) and we all dived in for a pub lunch. After our repas we gathered in the car park en masse for a photocall - well several, ending with



**'The Man' himself, Barrie Longden
orchestrating on his organ**



Clockwise, from top left
Mr Barbeque, alias Mike Holmes;
Fred Annells' Slough coupé;
Messrs Holmes and Lengton
enjoying a 'hattist' joke;
John Griffiths - enough said;
Michael and Helen Pennington,
complete with chevrons;
The Yellow Peril, who owns this, I
wonder?;
Citroën's new concept car, or
Dave Gardner's executive transport.



park full of so many loved and cherished Tractions and everyone in such a happy friendly mood after the days events.

Some of us returned the cars to the camp site to enable the drivers to partake of the liquid refreshment later and 'some of us' had a lift back to the pub in a very rare Citroën Le Maestro Vannette that we had been privileged to see for the first time (thank you Dave Gardner!)

We managed to fill two large function rooms and everyone was soon chatting and laughing and enjoying the night and the excellent meal. Whilst dining, musicians played in the background but it was when the tables had been cleared the Caelidh began. No one - well not many - knew what they were doing but it all made for a good laugh and good fun. We were treated to some very expert sword dancing - and that was after wine!

Sunday dawned, a little overcast but dryness promised. We had time to simply chat, look at cars, pester Dennis for 'bits and pieces' and break camp before we set off about 11.00a.m. for our drive in to Chester. We managed to keep together fairly well though sets of traffic lights and roundabouts in Chester inevitably split us up. I was down to one passenger (did I really drive that badly?) Val keeping an eagle eye on the convoy in front and we safely arrived in the Castle Car Park. Steve did a fine job of lining us up to the 'mm' to form a straight line and at the end of the 'V' of cars was Barrie's organ playing away. Soon the Club Shop was set up and other items on sale round and about. The day was now quite hot and time to meander round the cars or take a walk

around the fine City of Chester - and perhaps grab some lunch.

3.30pm. was raffle time and prize giving which in itself was entertaining. Stan didn't see too much of this as he was busy taking his car to pieces though he managed to drag himself from under it to pick up an award.

And as far as awards go - if I could hand several out its to all those very willing helpers who stopped more than once to give me assistance (not only on this rally but also on the Heart of England Tour) and enabled me to carry on and really enjoy the friendship and fun that was present that weekend. An award too to Barrie, Barbara, Bev & John, John & Margaret, Steve & Joy, Stan & Paul and their helpers for the organisation and hard work that went into to making the Rally so enjoyable and successful.

Let's all look forward to next years - wherever it may be.

Carole Green ■



TOC Annual Rally - Chester '94

Rally Statistics

John Griffiths went around counting cars on the Sunday:

1 Faux Cabriolet

2 Commerciales

1 Six

1 Familiale

1 Seven

10 BLs

12 Normales

18 Light 15s

Total 46

(Plus a couple that sneaked in after John had gone to the pub.)



**Andrew York
collects the
Master Class
award**

<i>Car of the Show</i>	<i>1951 Normale</i>	<i>JSK 192</i>	<i>John White</i>
<i>First-time Entry</i>	<i>1951 Light 15</i>	<i>HNT 968</i>	<i>Paul Defelice</i>
<i>First-time Entry runner-up</i>	<i>1953 Light 15</i>	<i>TPA 948</i>	<i>Brian Bellingham</i>
<i>Best pre-War</i>	<i>1937 7C</i>	<i>PSK 422</i>	<i>John Worthing</i>
<i>Best pre-War runner-up</i>	<i>1938 Coupé</i>	<i>ENE 442</i>	<i>Fred Annells</i>
<i>Best post-War</i>	<i>1952 11BL</i>	<i>LTN 1X</i>	<i>Ian Hudson</i>
<i>Best post-War runner-up</i>	<i>1953 Light 15</i>	<i>BHC 502</i>	<i>Mike Holmes</i>
<i>Master Class</i>	<i>1954 Normale</i>	<i>JVS 346</i>	<i>Andrew York</i>
<i>Traction with least attraction</i>	<i>1947 Light 15</i>	<i>GDD 931</i>	<i>Stan Barker</i>

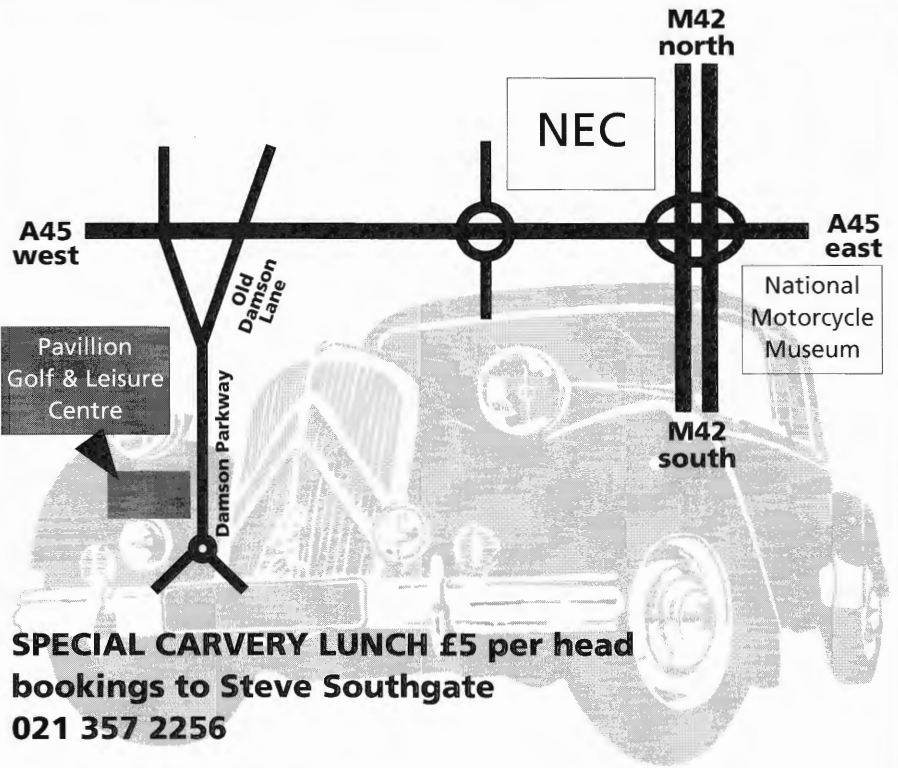


**Back
from
the
pub!**

toc AGM '94

Sunday, 6 November
2pm

PAVILLION GOLF & LEISURE CENTRE
DAMSON PARKWAY
SOLIHULL
WEST MIDLANDS
B91 2PP

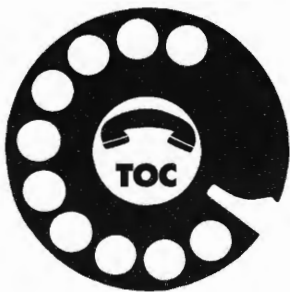


THE NATIONAL CLASSIC MOTOR SHOW

19/20 November at the NEC
DISCOUNT TICKET HOTLINE
021 767 4767

tocSPARES

**NEW
SPARES HOTLINE
0453 886463**



HELPLINE

0425 674476

(24hr answerphone)

When phoning please give:

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

New Members

1247	D. Winspear	St Jean de Duras	France
1248	A. Burnett	Aboyne	Aberdeenshire
1249	J. Moysey	Epsom	Surrey
1250	S. Spicer	Burgess Hill	Sussex
1251	J. Martin	Totnes	Devon
1252	N. Vaughan	Crawley	Sussex
1253	S. Venus	London	
1254	D. Ambaye	Berkhampstead	Hertfordshire
1255	D. Partridge	Clifton	Bristol
1256	P. Statham	Frating	Essex
1257	I. Stroud	Woodford Green	Essex
1258	B. Chignell	Poynton	Cheshire
1259	V. Apté	Bombay	India
1260	R. Bradford	Dorking	Surrey
1261	P. Whitney	Bromham	Bedfordshire
1262	R. East	Bicester	Oxfordshire
1263	M. Grace	Harare	Zimbabwe
1264	A. Leggo	London	
1265	P. Barnett	Upton-upon-Severn	Worcestershire
1266	S. Haines	Guildford	Surrey
1267	H. Fothergill	Tadcaster	Yorkshire
1268	R. McMillan	Dumgoyne	Glasgow
1269	R. Ekanite	Dilwyn	Herefordshire

National and International Events

6/7 August

C.C.C. Scottish Rally Doone Motor Museum

All TOC members are duly invited to this, the biggest meeting of Citroëns in Scotland. On-site camping/caravanning available together with entry to the museum, rally and caelidh on the Saturday night – all for just £10 per family! Details from Andy Burnett 03398 86290

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

September

Riverside Rally

Classic Restorations' annual bash by the Thames. 071 928 6613 for information.

18 September

Delage-Citroën Rally

Spend the morning looking around the Heritage Motor Centre, Gaydon and enjoy the afternoon driving through the beautiful Cotswold countryside. Details from Clive Hamilton-Gould 0869 346554

25 September

London Classic Car Show & Autojumble Kempton Park Racecourse

Now in its thirteenth year, further information 0923 829547

September

Weald Countryside Fair Weald School, Beare Green, nr Dorking

Classic cars, traction engines, helicopter rides, falconry displays and much, much more. Organiser and TOC member Bob Bradford is hoping to arrange a gathering of classic Citroëns at this exciting event. Entry is free to participants, so for a fun day out, contact Bob and let's show the Kentish folks that not all Tractions are steam driven! Bob Bradford 0306 888044

6 November

TOC AGM Pavillion Golf & Leisure Centre, Solihull, W. Midlands

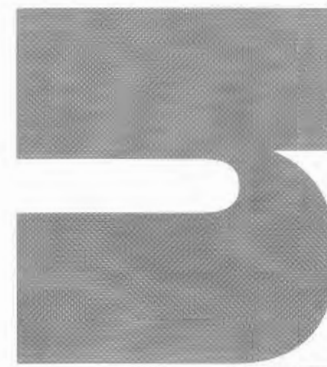
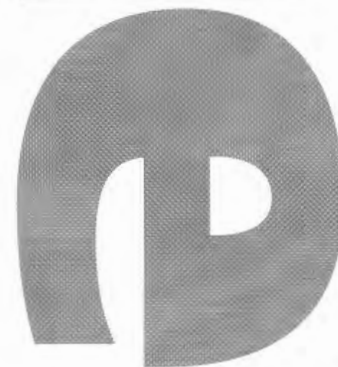
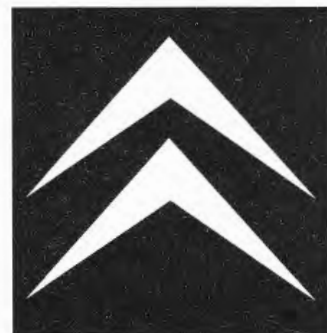
Time to voice your opinion on how your club is being run, election of committee etc. A change of venue from last year – but still only five minutes from the NEC, and with on site restaurant for the pre-AGM lunch. Send your nominations and other points you would like raised to club secretary Steve Reed (address on page 2) at least 14 days prior to the meeting. For reservations at the pre-AGM lunch, £5 per head, contact Steve Southgate 021 357 2256.

19/20 November

The National Classic Motor Show NEC, Birmingham

Where the emphasis is on the Car Clubs. Discounts available to members. Ticket Hotline 021 767 4767

For event information, please phone the Helpline, 0425 674476.



A Traction called Nicole

Probably like many other TOC members I have been meaning to write to the magazine for a very long time to express my thanks to both the club and other members for making my three year relationship with Nicole so interesting and enjoyable.

Nicole is my 1949 Paris built 11B Normale which was purchased in a sound and part restored state from the depths of Lincolnshire in 1991. At the time of purchase she was still on French plates: 867 KN 73 and although I'm in possession of the original Certificat D'Immatriculation, unfortunately there is no previous address stated. My letters to the importer stated on the HM Customs & Excise form have not been answered but I would very much like to obtain Nicole's previous history – can anyone advise me on ways of approaching this problem via the little information given on the French registration document?

Much of the winter of '91 was spent getting the car into a roadworthy condition and in the spring of '92 was dubiously awarded an MoT certificate by a decidedly user friendly garage. Traction motoring commenced with clicking driveshafts; a slipping clutch; erratic electrics; unpredictable brakes and the handling was 'out of this world' due to a mixture of cross-ply and radial tyres! Needless to say

the problems I mention have now been resolved but in order to finance the expense Nicole has been used as a wedding car on fifteen occasions now. The only problems I encounter on wedding duty is a tendency for the car to upstage the bride and for the chauffeur (me) to climb into the front passenger seat to drive to the church. (Oops, no steering wheel!)

Nicole has been a star attraction at many northern classic car shows and successfully completed the 1993 Norwich Union/ RAC Classic Car run. (Only three Tractions out of 1387 starters). The laps of the Silverstone Grand Prix circuit were particularly enjoyable but be warned – if the track is wet, however much the wife shouts at you as you drift into Copse Corner at 70 mph don't 'lift off' the power, it can be very embarrassing!

Finally I would like to take this opportunity to thank Roger Williams for his valued help, advice and considerable expertise in overcoming some of the mechanical anachronisms that seem to come with Traction ownership. Also I would like to thank Bev and John Oates for setting up the Peak Section which deserves far greater support and finally I would like to compliment yourself for effecting a great improvement in the quality of the club magazine.

Peter Glover
Sheffield
S. Yorkshire

A question of colour

I am currently in the process of a ground-up restoration of a French built 1948 Légère which I purchased in the Lot region last year. Despite having stood in a barn for the last twelve years or so, awaiting the attentions of a home restorer, it is in surprisingly sound condition. Most importantly it is complete and, for the most part, in its original state.

As you would expect virtually every mechanical part needs to be overhauled, the body needs minor repairs to the scuttle and inner sills due to the leaking scuttle vent and of course the interior must be re-trimmed due to the passage of time and the odd mouse! (After all, it was in a barn!)

Now I come to the purpose of my letter. I have a few queries to which I need an answer. Number one is colour, I am intending to respray the car in dark blue (because it is such an attractive colour for the body style) but don't have a colour reference for the late pre-war 'bleu-nuit'. Does anybody know of a paint match or a colour reference? Whilst I'm asking, should the wings be blue or black?

Now we come to the really difficult question – trim material. The original trim on seats and door panels etc is grey but not to the pre-war pattern. It is a plain cloth with a lighter grey random weave, from looking at pre-war cars the rear side panels adjacent to the seats used it if that helps, but where can I get some? I've tried all the English specialists I've heard of and Depanoto in France only have pre-war or big boot cloth. I did however speak to someone at last year's Riverside Rally run by John Gillard who thought that a member from Bath might have found a source or had some made. (I have like a sieve for names!) If anyone knows of a source or can suggest someone willing to make a small batch I'd be grateful for the lead. Or maybe if others are in the same situation we could get a larger quantity produced.

John Howard
2a Kendalls Close
High Wycombe
Bucks
HP13 7NN

tel 0494 465738

I'm always a bit unsure when it comes to colours and trim, although one thing is for sure, only early pre-war French cars were produced two-tone from the factory. However, just as cars today are personalised or customised, owners in the thirties, forties and fifties used to apply different paint finishes, body kits (eg. the 'shark nose') and accessories to their cars. And don't forget – it's your car, do what you think and feel is right.

As far as trim material is concerned, and as you seem to have already made extensive enquiries, hopefully someone reading this can provide you with the answer.



Car 128 in Monte – did it get there? Yes it did! But did it come back again?

There and back again?

On the off chance that Martyn Green and Chris Le Maitre don't reply directly as to whether they finished this year's Monte Carlo Challenge, I am enclosing a photo I took of the 11BL on the finishing rostrum. Close examination reveals two assistants on the left hand side of the car – tourists roped in to help push the car up the ramp when it failed to restart after stalling on the approach to the rostrum following arrival at the Quai Albert Premier from the wrong direction!

The catalogue of disasters en route from York apparently included the fitting of another engine in Stroud, various ignition problems and a failed starter motor which

culminated in the help needed to officially finish.

I was only there coincidentally with my family on a day trip whilst enjoying a brief holiday and we couldn't stay long. We left Martyn and Chris drinking beer at a café on the Quai waiting for a response to the SOS my daughter had arranged to be broadcast on Riviera Radio for a replacement starter motor!

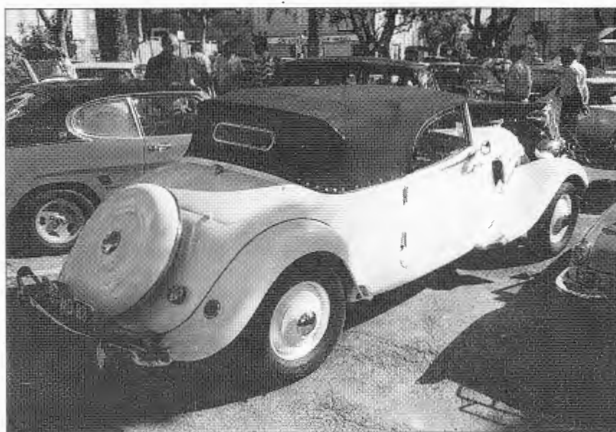
Presumably they got home?

Peter Fereday
Tadcaster
N. Yorkshire

So we now know they finished – but did they get back home?

Topless in St. Tropez?

On the subject of roadsters, I thought that our readers may like to see a photo of one taken in St. Tropez, South of France, at a rally I attended in June. The car is an original 1936 Décapotable and it is interesting to see that the dicky seat has been narrowed in order to retain the car as a full 4-seater rather than the 2-seater of a roadster. It was very professionally done but somehow, I feel, did not look quite right – losing some of the clean lines the roadster possesses. Nevertheless, it was very functional for the owner and his family. We took our roadster, 'Emily', down and managed to put another 2000 miles on the clock without incident.



'That Riviera touch'
1936 Décapotable spotted on the Cote d'Azur

She's doing well this year – 5600 miles in six months!

David Boyd
Redditch
Worcestershire

Letter from the Midlands

First of all, thanks to Lynne Jenkinson who has volunteered to take over the Club Shop, it is nice to see new, enthusiastic members taking an active role in the club. Also well done to Lynne and husband John for the excellent restoration of their Traction which was at one stage very close to becoming a spares commodity!

The current Midlands section will now divide into two, becoming North and South Midlands sections, with Chris Ryle running the South and myself the North.

The North Midlands section will cater for all members in the Birmingham, Walsall and surrounding areas. Bi-monthly meetings will start next month, when, on September 18, we will meet at The Country Centre, Swinfen, near Lichfield, Staffs., lunching at The Pear Tree Crêperie – Breton crêpes and galettes served in the perfect setting of a Breton style barn. The Country Centre has loads of attractions to keep everyone occupied during the afternoon. It is signposted three miles south of Lichfield on the A38 near to the A5 junction.

Future activities of the North Midlands section were discussed recently at a meeting of local members. Some promising and ambitious suggestions included weekends at Hoar Goss Hall (a health farm!) and Fairlawns Hotel (for romantics only!) and a pre-Christmas run

to the coast.

Anyone who would like to attend our first meeting on the 18th September, please let me know so that we can reserve places.

Our November meeting is intended to be educational – giving advice on what tools and spares to carry in your Traction, and what to do when it comes to a halt! Next year we hope to cover topics such as starter motors, wheel bearings, bodywork and (courtesy of Bernie Shaw) advanced driving techniques!

Steve Southgate
34 Woodlands Avenue
Walsall
West Midlands
WS5 3LN

PS

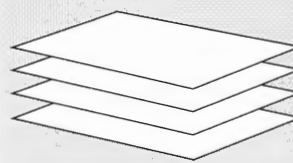
For the few members of the club who hadn't heard, yes, it was me who lost a wheel in France – again! That's the second time in two years, but on both occasions we were back on the road within 30 minutes. Next year I propose to donate a trophy for the most dramatic breakdown 'en Traction' – evidence will be required. But for those too embarrassed to step forward fear not, nominations will be accepted from family, friends – and enemies alike!



Three wheels on my Traction, and I'm not rolling along!

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



Thank you

I hope I am in time for the August issue. I thought I would put pen to paper to thank all those people who kindly helped to organise the various events:

Caen

24 cars attended the Memorial Rally

Heart of England Tour

The 28 cars that took part made this the best TOC tour yet. 59 people enjoyed the 60th Anniversary dinner.

Annual Rally

A great weekend thanks to the hard work put in by Barrie and Barbara Longden ably assisted by Bev and John Oates and John and Margaret Griffiths.

Any suggestions for next year?

But the people I wish to thank most are those who attended, many for the first time, giving their support to these events. In particular, for the H.o.E. Tour, only six entrants had previously joined such an event.

To me, as Social Secretary, this is very satisfying. A lot of work goes into the organisation of these events, but it is all worthwhile when they are so well supported. The strength of the club is in you, the members.

Thanks again to everyone, organisers and members alike, and I hope to see you again at future events.

Stan Barker
Christchurch
Dorset

I'm sure I'll echo everybody's sentiments if I pass on a personal word of thanks to Stan for all his hard work this year. With all the memorable rallies that have taken place, 1994 certainly has been the 'Year of the Traction'.

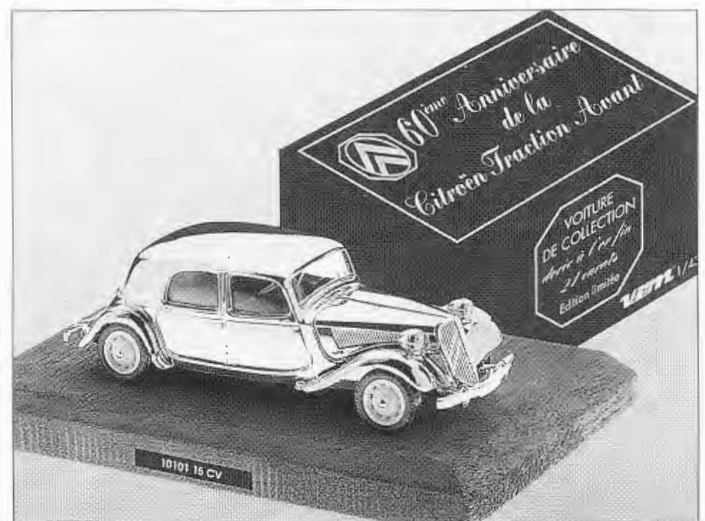
NEW RANGE OF TRACTION MODELS NOW AVAILABLE, INCLUDING LIMITED EDITION SOLIDO D-DAY ANNIVERSARY MODEL: £9.95

Posters	Les Traction	£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
	Solido D Day Limited Edition	
	FFI Traction	£9.95
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

**orders to: Lynne Jenkinson
The Foundry
Siding Road
Fleetwood
Lancashire FY7 6NS
tel 0253 872681 (office hours)**

please state alternative colours when ordering clothing and allow at least £2.00 P&P (UK mainland)



**Limited Edition 60th Anniversary Traction Avant
1/43rd scale from Verem
Available soon**

Just a few of the items available from your TOC club shop

policy developments?

Following last issue's article on classic car insurance, more news from the land of the small print...

BETTER VALUE AGREED VALUE INSURANCE

Bain Clarkson are able to offer members cover at lower cost with a major re-launch of their classic car insurance schemes.

It was good to see some of you at the Top Gear Classic and Sportscar Show which provided an ideal occasion to introduce the new facilities and quotations given on the stand were very well received. Further improvements are in the pipeline but this is to give you a flavour of what is now available.

*Further information can be obtained from:
Bain Clarkson Limited,
Falcon House, The Minories
Dudley, West Midlands. DY2 8PF
Telephone 0384 455011*

- A new scheme with lower premium rates is now offered for historic vehicles over 30 years old.
- The low cost limited mileage options are expanded - now 1500, 3000, 5000 and 7500 miles per year.
- A special 10% discount is now allowed for club members.
- In most circumstances limited mileage rates can apply even if the classic is the members main car.
- A new scheme is introduced for "Prestige Classic and Classic Collections" designed for either individual cars or collections over £25,000 in value with generous size discounts.
- Off road rates are reduced. Our researches reveal that many owners neglect to insure cars which are under restoration or otherwise out of use for lengthy periods and we wish to encourage members to avail themselves of laid up cover at reasonable cost with the option to convert to road use at a later date
- N. Ireland premiums are reduced. Most BT post code loadings are removed.

CLASSIC



RESTORATIONS

*Specialists in
early Citroën
sales, service
and parts*

**Contact us for
all your Traction
requirements**

Arch 124, Cornwall Road
London SE1 8QT
071 928 6613

New Traction Parts

New driveshafts, no exchange parts, with new inner cardan, CV outer joint, tapered stub axle can also be supplied with splined stub axle and exchange brake drum.

New 6 cylinder Traction driveshafts with new inner cardan splined to fit the bibax coupling, CV outer joint.
(Bibax couplings can be remoulded)

**Inlet and exhaust valves, in stainless steel
Valve guides**

Water pump shaft with impeller

Flywheel with diaphragm clutch and sealed release bearing

If you are interested in new front wheel bearings or a 10x31 crown wheel and pinion for your SIX, please get in touch.

**Derek Fisher 59, Prior Park Road, Bath, BA2 4NF
Tel 0225 429533**

replacemement parts

DESIGNED & MANUFACTURED

specialist in

GEARBOX RECONDITIONING/REPAIR

DIAPHRAGM CLUTCHES

FOUR-SPEED CONVERSIONS

& ALL TYPES OF MECHANICAL WORK

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North Humberside
HU17 8BS

TEL&FAX 0482 863344



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*unique and individual paintings
prices from £100
Tel 0543 425398*

CARS FOR SALE



For Sale

11BL 1950 Small boot
Finished in Black!
Paintwork, brakes,
chromework recently restored,
interior, wiring and tyres to
complete
Price £4000

1967 ID19 round headlamps
entirely original
Price £2000
Eric Dulondel
190 route de Paris
76920 Amfreville la Mivoie
France

For Sale

1952 Light 15, professional
ground-up restoration
completed in 1990.
Almost all mechanics,
bodywork, fittings, carpets,
etc., either renewed or rebuilt.
All history and documentation
from year of manufacture
available, and total mileage of
c53,000 since 1952.
One of the most practical
Light 15s for everyday use
around, this car has been
fitted with alternator, electric
fan and Peacock driveshafts.
For a full history of this car
together with photos, price,
etc., contact Sam Wells on
081 755 2280.

For Sale

1939 Traction 11B Limousine
Two owners in 55 years, a
rare and interesting car.
For information contact:
Charles Losson
245 Chaussée de Charroi,
1060 Brussels, Belgium
Tel 010 32 2 538 52 35

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

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

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

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

Slough Light 15, 1954
Very sound roadworthy car,
long MoT.
Reluctant sale at £6200
Mark Willows
Tel 0926 50732 (Warks)

For Sale

Commerciale - probably the
best in the UK. Much money
spent to make this car as good
as any. Offers over £8,000
Tel. 0963 50464

For Sale

Paris-built pre-war
Commerciale 1939. Only one
driving in the UK. Grey body
with black wings, red velour
interior, pilotes etc.

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

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

For further information on all
the above vehicles, please
contact Steve Southgate
021 357 2256 (evening)
0902 495 758 (office hours)

For Sale

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

PARTS FOR SALE

For Sale

Parts for 1952 Slough Lt 15:
Radiator shell £50
Radiator £50
Windscreen + surround £20
Steering rack £40
Michelin X 165x400 (x2)
£30 each
Michelin XAS 165x400 (x2)
£20 each
Headlights chromed (x2)
£20 each
Instrument panel (complete)
£50
Phil Bamford 0476 62762

For Sale

Pair of front wings (complete
with sidelights), bonnet and
fitch panels for Big Six, all in
a wonderful sepia metallic,
for the unrepeatability price of
£150 - will not split.
Chris Ryle
0527 62974 (Worcs)

TAKE TWO

Original adverts, brochures, road tests, cards, stamps, books,
cartoons, etchings, magazines etc.

Phone Paul & Helen Veysey on: 0452 790672 (fax 0452 790703)
Tibberton Court, Tibberton, Gloucestershire GL19 3AF

Traction Restoration & 'H' Vanarium

All work carried out on Tractions and 'H' vans from routine servicing and MOT
preparation to major overhauls and complete restoration.

All work to a high standard at reasonable rates.
'H' vans supplied from stock or imported to order.

Phone Mike Wheals on: 0256 771286 (or 0850 570444)
6, Harvey's Field, Overton, Hampshire, RG25 3BZ

Ton Smulders

French Cars at French Prices
Import your Citroën directly from France
Ton Smulders, Le Bohat, 56370 Sarzeau,
phone 010 33 97 41 78 68

TRACTION RENAISSANCE SERVICES

Repairs, Servicing and Restorations undertaken at
reasonable rates

Phone Dennis Ryland
0453 883 935

For Sale

Rear engine mount
£10 each (exchange)
Side engine mount pads
£1.60 each + 50p sae
Silentblobs
£60 per set of 4(exchange)
Petrol tank filler pipe rubbers
(large and small boot)
£2.50 each + 50p s.a.e.
Triangle door rubbers
£14.80 per set of eight +
£2 P&P
Gaiters for top & bottom
swivels
£2.50 each + £1.50 P&P
Steering rack pin rubbers
£1.20 per pair + 50p sae
Rear Panard rod cones
£2.50 per pair + 50p P&P
Rear bumpstops
£15 per pair + £1 P&P
'H' van radiator hose set
(three hoses)
£17.50 per set + £3.25P&P
Driveshaft inner bearing ring
nut spanner (with reinforced
ring around teeth for those
nuts that are very tight).
£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
when old ones received first.

Mike Tennant
49 Hollywell Road
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

Lt 15 steering rack, steering
box, track rod ends, fitted
ready for use. £75
Jack Fallon 081 886 5598

For Sale

Big 15 LHD large boot.
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!!
Any condition
0344 774628

Wanted

For Lt 15 - one pair of front
seats with restorable leather,
one bumper, two overriders,
Bluemels steering wheel
0238 528221

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).

OTHER

Southern Brittany

Camping Le Bohat, Sarzeau
Large 4-berth caravan with
awning and mains electricity
Available mid May - mid
September
Swimming pool, children's
pool, creperie
Bookings taken now
Tel Stan Barker 0425 672311

NORMANDY

SPECIAL OFFER FOR 1994!

Monsieur Desmonts, owner
of Le Relais de la Diligence in
Carolles, Normandy has
extended a hand of hospitality
to TOC members.
ENJOY a gastronomique
dinner and a good night's
sleep in this charming
coaching inn, waking up to
breakfast the next morning,
and all for just 150 francs per
person.
Bon value n'est pas?
Le Relais de la Diligence
Tel: 010 33 33 61 86 42
Fax: 010 33 33 90 84 88

CAHORS

Camping Le Ch'Timi,
Touzac, Lot
3 star campsite (70 pitches)
plus static caravans
Full facilities
Bar, Swimming pool
Children's play area etc
Stunning area with lots to see
Tractionistes especially
welcome!
Phone Rik or Marie on
010 33 65 36 52 36

Western Loire Valley

Village cottage, nearby
chateau, vineyard and sea.
Sleeps 4/5, available
July/August/September
Phone Frank Gallagher
0365 325847

Notice Concerning Advertising

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

**Please send all adverts to
the Editor (address on
inside front cover).
Automatically included
for two issues, unless
you instruct otherwise.**

Classic car holidays

Full board including eating
out on tours in the
Lot/Dordogne, auto
museums, wine chateaux.
In June choose from two
classic car rallies.
Picturesque ex-convent with
pool.
For details phone Dave
Wookey 010 33 65 31 03 25

Charente/Dordogne border

Bed&Breakfast
Double room with shower/wc
available all year
Ideal stopover for Spain, SW
or Central Southern France
200ff per night
Pam and Bob Wade
010 33 45 62 05 96

French country cottage in

the centre of the Loire region,
convenient for sightseeing,
wine tasting, chateaux
spotting etc. Sleeps 4 (6 max)
From £75 per week
Details from Stephen Berry
0204 493299

SOUTHBOUND MOTOR TRIMMERS

Tel 0264 810 080
Evening 0962 886409

Seat covers for Slough Lt 15s, ready to fit
leather £710
vinyl £320

11 piece Wilton carpet sets £185
(limited supply in brown £160)

6 piece Soundproofing kit £32

Door trims and headlinings also available - in fact
everything your Traction needs to keep in trim!

