



*Floating
Power*

october
ninety
four

Chairman

Roger Dyer
Hill Top
Tuckey Grove
Send Marsh
Woking
Surrey GU23 6JG

Treasurer

Peter White
Byeways Cottage
Charlton Musgrove
nr Wincanton
Somerset BA9 8HN

Social Secretary

Stan Barker
Barcus Mead
North Ripley
Christchurch
Dorset BH23 8EP

General Secretary

Steve Reed
1 Terwick Cottage
Rogate
nr Petersfield
Hampshire GU31 5EG

Membership Secretary

Peter Riggs
2 Appleby Gardens
Dunstable
Bedfordshire LU6 3DB

Standing Committee

Stan Barker
John Gillard
Colin Gosling
Tony Hodgekiss
Martin Nicholson
Steve Reed
David Shepherd
Nigel Webb
David Gardner

Club Spares

Dennis Ryland
'Woodholme'
Frithwood
Brownhill
Stroud
Gloucestershire GL6 8AD
0453 886463

Tool Hire

Contact your area organiser

Club Shop

Lynne Jenkinson
The Foundry
Siding Road
Fleetwood
Lancashire FY7 6NS
0253 872681 (office hours)

Printing

Peter Stenner
Bailes Fastprint
Tel 091 584 6097

Editing and Design

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

Honorary Life Members

Fred Annells
David Shepherd

scotland

Ian Nairn
490 Lanark Road
West Balerno
Edinburgh
EH14 9AN
Tel 031 449 4569

lakes & border

Malcolm Bobbitt
5 Cockton's Yard
Main Street
Cockermouth
Cumbria
CA13 9LN
0900 825581

peak

Bev & John Oates
42 Clifton Drive
Buxton
Derbyshire
SK17 9LY
Tel 0298 78473

ireland

Norman Moore
19 Main Street
Limavady
Co Londonderry
Northern Ireland
BT49 0EP
Tel 0504 722659

south midlands

Chris Ryle
Uplow Cottage
Holt Hill
Beoley
Worcs
B98 9AT
0527 62974

west

Steve Hawes
27 West Hill
Portishead
Bristol
BS20 9LG
Tel 0275 817973

south west

Walford Bruen
The Barn
Beech Farm
Kingston
Kingsbridge
Devon
TQ7 4HA

central southern

Mike Wheals
6, Harvey's Field
Overton
Hampshire
RG25 3BZ
Tel 0256 771286

northern

Andy Cartwright &
Lynn Clarke
129 Littlemoor Road
Pudsey
West Yorkshire
Tel 0532 561286

north midlands

Steve Southgate
34 Woodlands Ave
Walsall
West Midlands
WS5 3LN
021 357 2256

eastern

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

london

Alec Bilney
30 Mill Street
Kingston-on-Thames
Surrey
KT1 2RF
Tel 081 546 7071

For details of area meetings,
please contact your local organiser

Floating Power

THE MAGAZINE OF THE
TRACTION OWNERS' CLUB

VOLUME NINETEEN ISSUE FOUR **October
ninety
four**

History in the making, and you read it first here, in Floating Power! It's true, the first Traction Avant has travelled underwater to France. Read Ian Nixon's report on the centre pages.

There's quite a diverse selection of articles in this issue, with contributions from American Dennis Bayer, one of our younger members – Robert Dennis – recalls the Caen rally and Derek Fisher continues the restoration of his Slough Big Six.

A reminder about the club's AGM on Sunday 6th November, it's your club, so have your say in who runs it, how it's run and where it's going. Don't forget, if you want to join the pre-AGM lunch Steve Southgate is taking bookings. Full details of the AGM are on page 12,

Due to workload, I intend to stand down as Editor. I have really enjoyed putting Floating Power together during the last couple of years and hope you have all enjoyed reading it, but, unfortunately, I can no longer devote the time to FP that the magazine deserves. Obviously, I'll continue until a willing volunteer has been found.

December's FP will feature:

- *the 2nd Irish Citroën Rally,*
 - *more on classic car insurance – another member's experiences,*
 - *techtorque looks at winter storage,*
- ...and lots more besides.

Deadline for next issue is November 17.

See you at the AGM.

John Starke

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cover picture
"small boot"
by Kenny Cocker

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

TRACTION TAKES TO LE TUNNEL

THE FIRST Traction has taken Le Shuttle to France.

On 30th September, Essex member Ian Nixon went through the channel tunnel in his blue Normale, making it the first Traction to travel *under* the Channel to France.

Arguably the speediest method of getting between England and France, the service also impressed with the relaxed manner of the journey. Earlier this year, Ian had planned to take a convoy of Tractions through prior to the tunnel's opening, but various delays and problems have made this impossible. You can read more about Ian's historic journey in "Tunnel vision" on pages 10 & 11.

Ian Nixon's Normale and the train that took the strain



There's still time...

...to make your nominations for TOC officials. Send them, together with details of any topics for discussion you would like raised, to club secretary Steve Reed at least 14 days prior to the AGM (details on page 12). Steve's address is on page 2.



HELPLINE

0425 674476

(24hr answerphone)

When phoning please give:

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

OWNERSHIP TAX PROPOSED

AS REPORTED in many car publications, classic and otherwise, Roads Minister Robert Key has announced proposed changes to the system of licencing cars in the UK.

In an attempt to clamp down on the road tax dodgers, it seems that the road fund licence will become a tax on vehicle ownership rather than use. Everyone will have to pay an annual payment for ALL vehicles in their ownership – whether in use or not, roadworthy or not, undergoing restoration, cars for summer use, etc. – exemptions only applying to cars that have officially been scrapped.

Classic car enthusiasts seem set to become the innocent victims of this ridiculous legislation, unless...

Although this is still at proposal stage, it is important that we act NOW. You can voice your concern by writing to your local M.P.

c/o The House of Commons,
London,
SW1A 0AA

This proposal must be stopped – ACT NOW!

Small scale tractioneering?

The TOC Club Shop now has stocks of the latest Traction models.

Lynne Jenkinson, who took over running the shop earlier this year, says that they have all been selling well, with the D-Day and Anniversary special editions proving particularly popular.

Malcolm Bobbitt's book "The British Citroën", which charts the history of the French manufacturer in the UK, is currently on SPECIAL OFFER at just £11.95 + p&p. An ideal Christmas present for the tractioniste who has everything – except that book! See the tocshop advert on page 17.

No VE Day Rally

Even with the huge success of 'Traction en Fête' – the D-Day Memorial Rally – earlier this year, Citroën have opted out of sponsoring a similar event next year to commemorate the end of WWII.

The costs of the D-Day event, which attracted some 250 Tractions from all over Europe, coupled with Citroën's support of the 10th ICCCR which will also take place in 1995, have made a repeat performance extremely unlikely.

Le Tour

In July, Le Tour de France came to England for the first time ever, so it seemed highly appropriate to support them by turning out with a Traction.

Crowded with tour well-wishers, there was a real carnival atmosphere in the tiny Hampshire village of Hurstbourne Priors, and the Gallic flavour was enhanced by the presence of my Traction and a number of 'H' vans from Mike Wheals' nearby rally.

There was considerable media interest, a French TV crew filming the Traction for about ten minutes to provide background for the French TV coverage of Le Tour.

Frank Bell



Smile, s'il vous plait

section scene



PEAK NEWS

In September we had a very successful visit to the National tram Museum at Crich. 11 cars attended – nine Tractions plus a Ford Pilot and an Alvis. It was by no means only local Peak members as we had TOC friends with us from Stafford, Chippenham, Bedford and even Essex! The weather was an improvement on last year – it didn't rain until 2.30, so we had a dry picnic! Thanks to everyone who came – next year we hope to go elsewhere had have no rain at all!

December 4th

Our Annual Christmas lunch at "The Bull I' Th' Thorn". Once again, Bob, the landlord, is providing us with a three course meal for £10 a head with a reduction for children. Come and join us – all members are welcome – for a lunchtime meal plus a chance to try your hand at a few quizzes. Please let me know by the end of November if you wish to come and join in the Christmas festivities in Derbyshire.

Bev & John Oates 0298 78473

WEST COUNTRY

The next meeting of the West Country group will be held at the Royal Oak, Wotton-under-Edge, from 12.30 on Sunday 13 November. Steve Hawes 0275 817973.

CENTRAL SOUTHERN

The festive season approaches along with our annual Christmas lunch at the White Hart, Whitchurch.

This year we'll be there on Sunday 11th December, with the usual fun and frolics – and everyone's invited.

For more details and reservations contact Mike Wheals on 0256 771286

tocSPARES

**SPARES
HOTLINE
0453
886463**

A funny thing happened at the Heritage Centre

THE NEW South Midland TOC section celebrated its inauguration with a visit to the British Leyland Heritage Centre at Gaydon in Warwickshire.

A motley selection of vehicles turned up including Colin Crawford in his East German Trabant and, thankfully, a handful of Tractions.

The museum, which is devoted to those cars which at one time or another came under the BL banner was not as promising as the lavish exterior might suggest. The exhibits were arranged in a somewhat haphazard manner, without any apparent sequence, and the standard of restoration of some of them is poor. The most informative parts of the museum are the newsreel type films showing the manufacture of cars in the late twenties and early thirties; and then their progress along country roads without encountering any other traffic. But the most entertaining

part of the afternoon was yet to come!

Our return to the car park was to herald much public interest in Colin's Trabant, which he kindly allowed us to drive. This started an epidemic where just about everybody drove everybody else's car. Comments made about the brakes on Glen Robb's Normale were to prove prophetic. On subsequently bleeding them to improve performance his foot sank to the floor, revealing a leak in the main brake pipe running under the car.

After Colin Crawford had tried out my Six and pronounced himself unimpressed, it was Jonathan Howard's turn. However, it refused to start, the problem traced to an air leak in the fuel line. This could not be repaired, so I drove the 25 miles home with a can of petrol under the bonnet.

We broke up promising to arrange a similar outing, possibly to the motor museum at Bourton-on-the-Water.

For those of you in the south Midlands area, we meet every second Wednesday of the month at the Golden Cross, Ardens Grafton from about 8.30pm onwards. Attendance guarantees a lively and interesting evening, sometimes with more discussion about the interesting beers on offer than old cars!

Chris Ryle

.....in brief

■ A NEW BOOK on the Traction Avant has just hit the bookshops. Imaginatively entitled "Traction Avant 1934 - 1957", James L. Taylor's 80-page book is priced £9.95 and is published by Yesteryear Books. We hope to review the book in the next issue of FP.

■ PRACTICAL CLASSICS magazine last month featured a six page special on the Traction. Billed as a buying guide, it covered most points that any prospective purchaser might want to know, including history, specification, restoration tips and a rustfinder! Thanks to Dennis Ryland and Steve Hawes for flying the flag for the club.

■ MEHARI is due to return. The fun Citroën is to be reincarnated, albeit in name alone, when a new leisure car is launched in the year 2000. Designers are working on the project which they hope will recapture the Mehari's spirit of fun.

● Chrysler Royal 1940 steering column change, 28 m.p.g., good body, £45. PAD 1904.)g
CITROEN
● Citroen, 1939, 12.8 Roadster, good condition, £85. Milner, "Sunnyvale," Hullbridge Road, South Woodham, Nr. Chelmsford, Essex. hm
● Citroen 12, identical to post war original, terrific performance, £45. PAD 1904.)g



Roadster for sale

Thanks to Mick Boulton for the above cutting, taken from Exchange & Mart, Thursday April 10, 1958. Unfortunately, the days of the £85 Roadster are long gone. This is verified by the fact that in this issue there is a 1939 Slough Roadster advertised for the princely sum of £35,000.

Derek Fisher continues his pictorial account of a complete Traction restoration

6 Slough rebuild

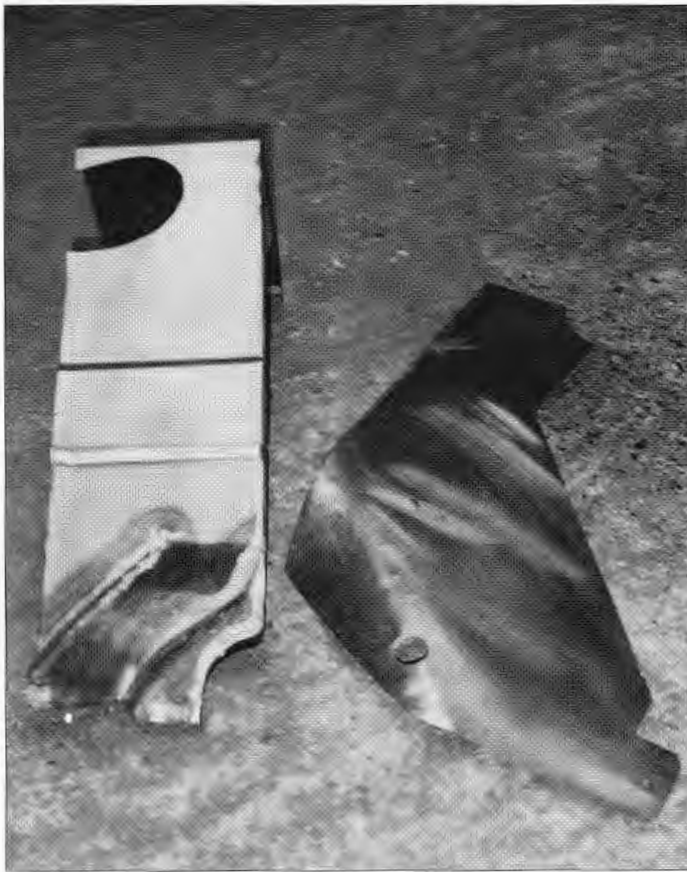
The boot bottom/hinge panel, the bodywork at the base of the boot aperture and the rear inner wings all needed replacing.

The boot bottom/hinge panel cut out together with a portion of the bodywork at the base of the boot aperture.



The left-hand rear portion of the inner wing had to be replaced, as it was badly rusted (caused by the exhaust pipe which runs over the axle and close to the boot floor). Rusted metal had to be removed from the left-hand rear inner wing, but detailed measurements needed to be taken and replacement parts made before actually cutting out the rusted metal.





New section for rear inner wing and boot floor, the inner wing section was put in place first, followed by the boot floor. The boot lid was used as a template to keep the boot aperture correct.



Right-hand rear inner wing stiffener removed, the boot floor that butts up to this panel was not rusted but the original spot welds had missed the lip on the boot floor. The wing was drilled and plug welded to the floor



As with the left side, before removing the rusted portion of right inner wing, detailed measurements were taken and a replacement panel was made. I found on this Slough 6 that the right-hand inner wing was actually a different size to the left-hand one!

Nadine and I have been to Brittany a number of times before but never with tractions on the Brittany rally. This year I was so pleased to discover the 1994 Brittany rally dates just fell within my holiday dates. Although we made plans to attend I was concerned about the mechanical reliability of my 1953 Light 15. Because of a persistent rumbling from a front wheel my last minute inspection revealed excessive play in the wheel bearing and drive shaft slackness. I thought the main problem was in the bearing. How wrong can you be?

Stan Barker at the British end of the organisation used his silver-tongued charm to reassure me that all would be well; in any case if there was a serious problem our Breton friends would not allow a traction to be stranded. What a prophetic statement this turned out to be.

The British contingent on the rally used different ferries to reach France. We used a daytime Portsmouth-Cherbourg crossing together with four other tractions followed by an overnight stay in Rennes ready for the rally next morning.

The rally assembled on the morning of 14th July 1994 in the Breton village of Orgeres about 10 km south of Rennes. We were delighted to see so many British friends made at other rallies with us in Orgeres. I thought there were 38 tractions at the start, half of these were British the others Breton. After breakfast and registration in the village community centre the tractions lined up for the start of the convoy drive to the south coast of Brittany. Four motor cycle escorts ensured no traction took a wrong turn. It was delightful to be part of such a large convoy driving through the local towns and villages. Hardly a bystander failed to notice us; especially after suitable tooting and waving on our part; and in almost every case a smile and wave was returned. Several times I managed to lip read the response, "Oh, les tractions avant". The N137 road took us south through Nantes and over the impressive Chevre Loire River bridge.

The picnic lunch stop was at a park and lakeside at St. Philbert, 15 km south of Nantes. The good company and friendships made at lunch, not to mention the wit and humour exchanged was a notable feature of our first midday meal; a feature repeated on each of the following three days.

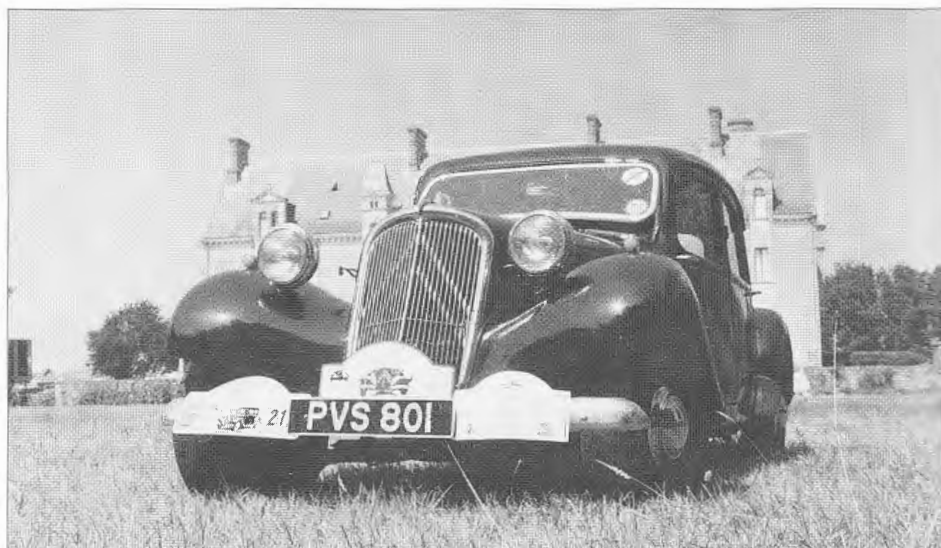
The church at St. Philbert is reputed to be the oldest in France. Touching the tomb of the local saint is reputed to produce a miracle. I can confirm this is no myth. My miracle was accomplished at noon the following day when Peter Simper laid his hands on my driveshaft and healed it!

The approach to Noirmoutier island was impressive. There is a tidal road about 2km long, 'Passage de Gois'. The road is covered by the sea most of the time but it so happened that our approach to the island coincided with the opening of the road to traffic. A rare sight to see so many tractions on such an unusual road.

A field had been reserved for us at Gueriniere Camping and almost everybody

the 1994 Brittany tour

*Self-confessed Francophiles Frank and Nadine Bell
enjoy a spot of Breton Tractioneering*



pitched camp as this was to be our base for the next three days.

As you would expect in France every evening meal was a gastronomic delight. The first night's meal set the standard as did the quantity and quality of accompanying wine. The social event which followed achieved its objective by having everybody present scurrying round from table to table trying the complete a traction jigsaw.

There was light schedule of tour activities the following day but considerable activity on the camp site. Mike's car which had been giving trouble had its distributor changed. I know that many kind people behind the scenes helped to resolve my own car's problem. The condition of the offside driveshaft had deteriorated to the point where failure was imminent and replacement was the only alternative. Patrice produced a replacement driveshaft as a gift. My kindest thanks go to Peter Simper who changed the driveshaft for me. I admired his knowledge of tractions and his resourcefulness in being able to produce the special tools and personal skills needed to complete the job in difficult circumstances. Thanks Peter.

Mid-afternoon saw the tour in the centre of Noirmoutier, with a train ride around the island and a parade of the tractions along the sea front. Again much posing and tooting of horns.

The evening meal was again at Restaurant La Voliere and was based on exquisite sea food with hosts and company to match.

On day three, the tour set out in convoy via a number of small towns and villages to the Le Logis de la Chabotterie which housed a very impressive display dedicated to the French Revolution and the first republic. To reach this venue the organisers slipped in a special stage; 'The Challans Grand Prix', or perhaps; 'Point to Point' would be more descriptive; that is, you can go any route you like so long as you arrive at the Le Logis de la Chabotterie, and preferable before the organisers. However, we all arrived and visited the museum. It was agreed that the hi-tech displays in the museum were impressive as was the period garden outside. The afternoon took us to a journey of discovery in the centre of Marais Breton Vendéen.

The evening buffet and dance, with over 100 guests was memorable. As a typical



Above Traffic calming, Breton style
Left La Verie Chateau
Below Departure from camp site



tractionist poser I insisted on being first on the dance floor; thanks Moyra. At 1 am some of us had to admit that the Breton contingent had more stamina, so we left the dance in full swing to the Bretons.

The final day was again a drive through the French countryside with the usual waving and tooting. The first stop was at Epoids where an oyster farm awaited us. Careful parking of cars down the narrow track at the side of the lagoons produced a unique scene. Inspection of the methods of oyster cultivation was followed quite properly by an extended period of tasting. Being dragged on from this gastronomic experience the tour took us to the La Verie Chateau. Thirty-plus tractions lined up on the lawns added a touch of extra dignity to the chateau – an appropriate setting for such fine cars. Barrie's organ playing period music was greatly appreciated by the local people. The post picnic lunch departure was again in the style to which the tour had now become accustomed. The final destination was a chapiteau (very big tent) behind a country market in the village of St Christopher. Patrice Crusson and his co-organisers presented all participants with commemorative plaques. Stan Barker in his eloquent French offered

an emotional but appreciative thanks on behalf of the British tractionists.

The factual account of the programme and the vehicles does not really do justice to the event as a whole. My experience is that tractions are a magnet to amiable, helpful, knowledgeable and humorous people. Or is it the other way round? Which ever it is, my reaction is that the people involved have at least as much style and appeal as the vehicles. Long may it be so.

Special mention must go to Patrice Crusson, President of 'Traction Avant de Bretagne' and his club members for organising the tour. The motor cyclists were very efficient and so anxious to make us welcome. A particular note must be made of Pam, Pete and Les from Australia; if there is a prize for serious interest in collecting Citroëns it has to go to this Australian group who came half way round the world to enjoy their hobby. Everybody's verdict was it was worth coming at least half way round the world to attend the '10eme Rallye Annuel De Bretagne'. Encore!



Top Leaving the camp site on the last morning

Middle Preparing lunch (cleaning oysters)

Bottom Peter Simper administers the 'laying on of hands'

Frank Bell ■



tunnel vision

In this special year celebrating 60 years of the Traction, Ian Nixon's Normale takes Le Shuttle and becomes the first Traction to travel to France underwater...



Pulling power
La Traction and Le Shuttle

As some of you will be aware, earlier in the year I had hoped to get together a convoy of Tractions and take Le Shuttle through Le Tunnel. Unfortunately, due to the much publicised delays and problems, the full service was put back some six months. However, just to whet your appetite and allay any fears of the claustrophobics amongst us, there's nothing to worry about – in fact it's great!

My wife was one of those who said: "you won't get me down there", has now made me change next year's holiday crossing from ferry to train.

On September 30th I was lucky enough to have a return trip on Eurotunnel's 'Overture Service', which operates until mid-November when the full service will commence.

On arrival at the Folkestone terminal you go through a barrage of toll booths, much like the autoroute péage, to purchase your ticket. You then have to decide whether to catch the next available shuttle train (when fully operational they should run every 15 mins) or visit the duty free complex beforehand to stock up with the usual goodies or perhaps a meal/coffee break before travelling further. No set departure to rush for – you know that a shuttle is only 15 minute away at most. Just get back into your car and follow the signs to France, leading to the next available shuttle. One ramp each side of the awaiting shuttle take you inside the coaches, filling the top deck first – we were in the 14th coach (each holds eight cars). Indicator boards give you continuous

60
years
of
traction
avant



information on shuttle status, progress etc. Although shutters come down between each coach (fire precaution) before the train departs you can walk the whole length of the train if you so desire. There were nine doors and plenty of windows in our coach, giving a very open feeling. As you might expect from the latest in trains, we could hardly tell when we actually moved off, my daughter noticed before we did.

Do you sit in your car or get out and stand in the coach? Well, it seemed about 50 - 50 in our's. You can tune your car radio into Radio Le Shuttle. You are only in the tunnel for about 25 minutes. When the train emerges into French sunshine it circles round to the platforms for disembarking. We passed lots of shuttles parked awaiting the start of the full service.

When you drive off, it is literally straight on to the autoroute as all customs and passport control is done at the English end when purchasing your ticket.

Needless to say, I'm hooked, especially as five days earlier I crossed the channel by ferry where I couldn't get a meal as the restaurant was full and queues for the cafeteria seemed endless. Not to mention the way the cars are jam packed into the vehicle decks, where you aren't allowed access once the ferry is under way.

No, it'll be the relaxing, crowd free, lorry free, coach free, cars only under the channel route that I will take in the future!

Ian Nixon ■



Top

Driving along the bottom deck

Middle

Ian Nixon with Normale in relaxed mode

Bottom

Disembarking

Robert's Caen diary

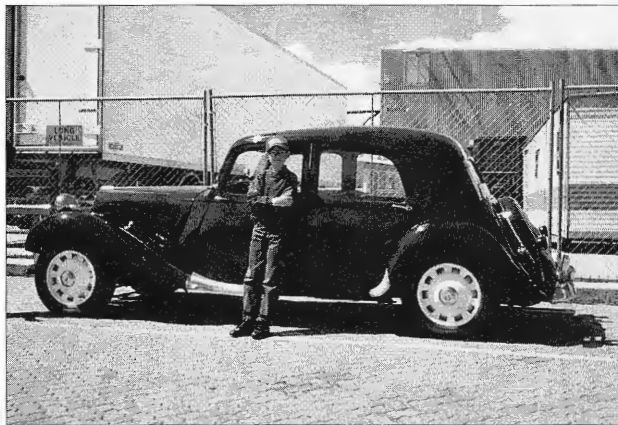
Hello. Regular readers may recall my previous article (school talk) about my Uncle Martin's [Nicholson] car which he hoped to finish in one year. Well, he has finished it, it's just that it took four years instead! The Traction has just had its first trip on which I was lucky enough to be invited. So now I would like to present to you MY DIARY (cue fanfare!) about the trip to Caen and the surrounding area earlier this year.

Day 1:

We caught the ferry at Portsmouth for France at 3.00pm and took six hours to reach Ouistreham by which time I was quite bored because I missed all the films! We headed for the Hotel Ibis guided by navigator Lester Dennis (my Dad) soon we reached the dreaded car park (dreaded because it takes half an hour to get in or out!) and parked the car and went to the Hotel and our rooms.

Day 2:

We arrived at the Citroën factory, which, unlike all the cars, is dull and dirty, and where lots of men were riding around on bikes. After that we had lunch in the work's canteen or rather the 5-star restaurant! Not school dinner style dollops of mashed potato but leaf shaped dollops! After the meal we went back to the car, changed the films in our cameras and went looking at the cars and taking more pictures. Soon we heard an announcement in English (very rare) "Please go to your cars, we are about to move off."



Robert Dennis with Uncle Martin's Traction

MOVE OFF!? I thought we were staying here all day! No, we weren't, and at 1.30 we started a grand tour of Caen city and drive up to the Memorial. The drive was filled with lots of horns and we even got a police escort. We arrived at the memorial at 3.30 and parked the car and went up the memorial tower and took even more photos! After that, we went in the gardens and had tea. Wow! Another 5-Star dinner! Afterwards, we went back to the hotel, put some smarter clothes on and went to the Zenith Concert Hall to listen to the Claude Bollings Big Band. After the car presentations we went back and had a few drinks and at midnight I had some chocolate ice cream (yum!).

Day 3:

We raced back to the Memorial to arrive just in time – well, maybe a bit late, or so the guard thought as he pointed at his watch "Blaa blee bloo" he said, as we drove into the field. Five minutes later we were off again, this time on a treasure hunt which took us through Caen, Ouistreham, Hermanville and Arromanches, where we stopped like lots of people and bought some presents. In Ouistreham I walked on Sword Beach (ohh! ouch! ahh!). At one of the stops a French lady came up and asked whether we were English or French, so we said English so she talked to us in French!! Back at the Memorial we decided to go inside the museum and look around. We learned about the battles at Utah, Omaha,

Sword, Gold and Juno beaches. When we came out I bought a Traction model kit (WooOOW!) and a badge for my sister (ahhhhh). At around 6.30pm we started off for the port with a short stop at the Pegasus Bridge and the first building to be liberated – a little café with a BIG bar! After getting the men to believe thjere wasn't time for another drink, we went to the port where we had tea and a walk and also heard that Man Utd had won the F.A. Cup 4 - 0! We left the port at 11.30pm and arrived back in Portsmouth at 6.00am.

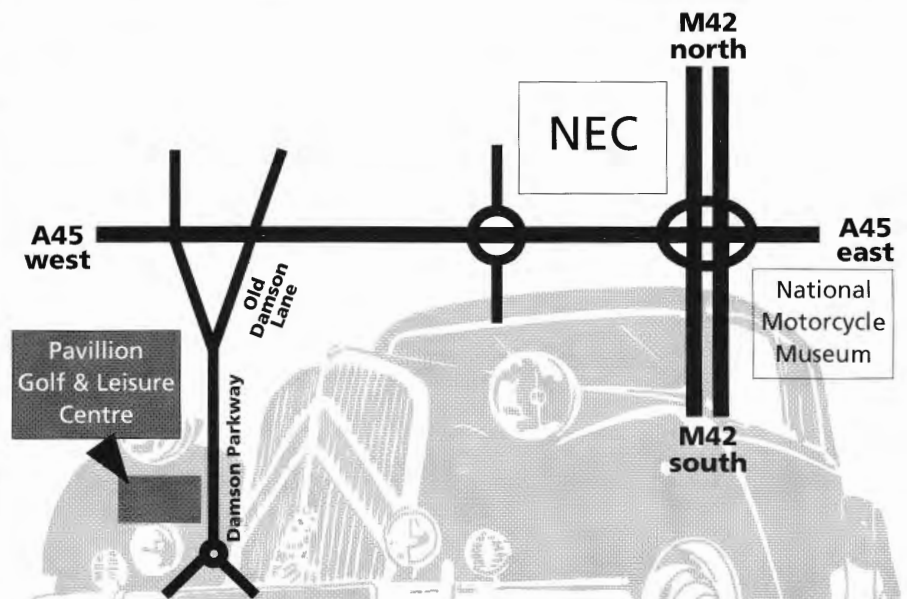
I hope you've enjoyed reading this and apologise for all the bad jokes!

Robert Dennis (age 11)

toc
AGM
'94

Sunday, 6 November
2pm

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



SPECIAL CARVERY LUNCH £5 per head
bookings to Steve Southgate
021 357 2256

National and International Events

9 October Riverside Rally

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

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

Advance news for 1995

16 – 18 June Citroën Car Club Rally East of England Showground, Peterborough

Popular rally for all Citroën enthusiasts

18 – 20 August 10th I.C.C.C.R. Clermont Ferrand, France

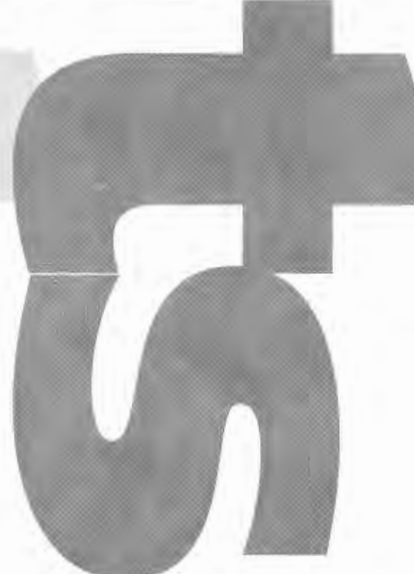
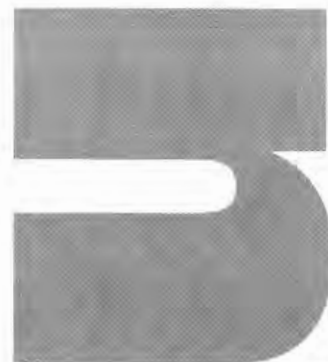
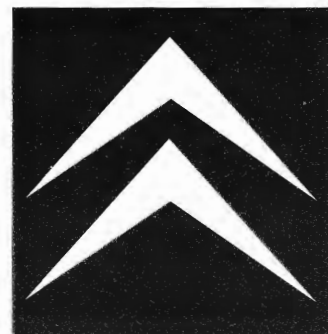
THE BIG ONE

The International Citroën Car Club Rally TOC will be organising **Raid France '95** which will feature a week's stay in the Lot valley after the rally.

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



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



Wishbone spindles

Enclosed photo of latest parts, a "Wishbone spindle conversion kit". These are fitted with silenblocs. My car NOD 226 is fitted with them and it's made the front end very smooth over bumps - I should have done it years ago!

The cost is £60 for both sides (two spindle kits) on an exchange basis, plus postage.

For those who have a parts catalogue, page 208 part no. 425670 'silenblocs' were in fact fitted up to May 1935. As they say: "everything's been done before!"

Other new items include: steering rack 'concertina bellows' £6 each eight shock absorber rubber bushes (plus one panard rod rubber bush for rear axle) £5.40 set of nine
All prices exclude postage

Mike Tennant
49 Hollywell Road
Mitcheldean
Gloucestershire
GL17 0DL

See Mike's ad in the classified section for more parts. Instructions for fitting wishbone spindles will appear in a future techtorque





HELPLINE
0425 674476
(24hr answerphone)

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



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not chance
A. Pope

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Regan
TILE DESIGN

**You have to
admire the tiles**

The Running Board Mystery

When I bought my Traction last year, all my friends said: "Ahh! That's the Citroën with the running boards!". This, of course, I refuted, and indeed, I have never seen a Traction so equipped in any issue of Floating Power - until now!

This is a promotional card from a flooring specialist showing a Légère with running boards, albeit with a very obvious join between wing and board.

Is this the work of some Italian bodyshop on a one off basis or perhaps an optional extra at any time?

From the little I can see, I prefer the original.

David Baird
Newtownabbey
Co. Antrim

'Running boards' certainly were available as an accessory, not, I believe, manufactured by Citroën, but by specialists, for example Radwar in the UK. I'm not sure of their availability on the continent, although it's true to say Belgian cars often sported bolt-on goodies a-plenty.

The UK car buyer has always been fond of cosmetic enhancements like running boards, sliding roofs, leather trim etc.

Rear-drive register

I have just acquired a recent Floating Power magazine, and to my surprise you are doing a Traction Arrière section (great!).

As an ex-member of the TOC, I would like to bring your attention to the Vintage Citroën Register, run by Barry Peerless of Hatfield, for anyone who needs technical information on rear-drive Citroëns 1919 - 1935.

Should you print my letter, I do have some B14 spares if anybody is interested; and I am desperately in need of a magneto switch and lighting switch for a B12. Depanoto, the French spares specialists, apparently are out of stock.

B. Gullick
242 Thameside
Chertsey Bridge
Surrey

Well, ever thought of rejoining? Then you'll get the next issue of FP with more from Malcolm Bobbitt on the rear-drive scene.

*For information on the Vintage Citroën Register, contact Barry Peerless at:
7, Briars Lane
Hatfield
Herts
AL10 8EP
tel: 0707 275961*

A frame

This is my attempt at promoting our passion.

I 'A' framed my 1951 French built Normale down the M1 to London and she is now at my parents' house - I should be moving soon. The frame is made from 2.5 inch box section with bolts as pivot points. I am happy to lend it for use or to copy.

E. Knowles
16 Fairgreen
Cockfosters
Barhet
Herts EN4 0QS





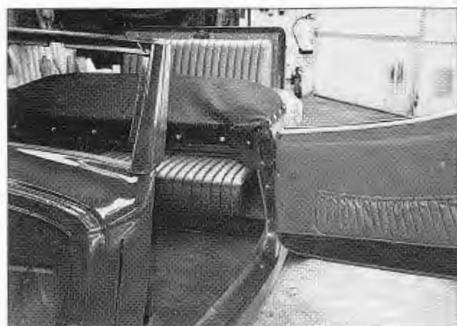
All our yesterdays

Please find enclosed an old photograph of yours truly at a meeting I organised at the Biggleswade aerodrome back in 1973, some 21 years ago. I wonder just how many are still club members and how many cars have survived? I did manage to get 36 cars there, even Olivier de Serres came from France.

Work is progressing on the Roadster, albeit slowly. I've just had a week in France but it's now up to the paintshop to finish their job. I've included a picture of the car at the trimmer's.

Fred Annells
Bourne
Lincs

I wonder if the hat survived, Fred?



Fred Annells' Slough Big 15 Roadster nearing completion

Uplifting experience?

A photograph that may be of interest. Just putting a 1953 Citroën 23RU in my back garden!

Dave O'Shea
Balham
London

Ready for the rally

After the restoration of the bodywork of my Traction, the only thing that remained was the refurbishment of the interior. After looking the job over I decided that the seats could wait another year and that the carpets would be replaced but the headlining was a different matter. I took what advice was on offer; talked and listened to everyone concerned and then made my mind up to do it myself even though I had never done one before and most people thought I was mad.

After obtaining material and equipping myself with relevant tools and copious amounts of glue, I completed the job satisfactorily in about one day.

After this and with all the necessary bits in place (except mud flaps) my wife and I decided to go to the Michelin Test Track at Clermont Ferrand. Tools selected and the car packed, we departed and after a mammoth drive we arrived at Clermont. We found the information bureau and in order that we could attend the Citroën rally enquired as to the whereabouts of the test track. It became immediately obvious that we were a bit early - 12 months early to be precise! Anyway at least I got the car ready in time!

Stephen Berry
Bolton
Lancashire

Très enthousiastique!

Back to square one

I wonder if any TOC members could offer any advice on straightening out the front of a Light 15? 10 days after completion of the car's restoration, a front-end shunt was the order of the day! At least nobody was hurt.

Does anyone know if a modern jig system could be used on a Traction? Can anyone recommend a company that hires out jigs or will undertake the work at reasonable rates?

Any advice or comments will be gratefully received.

Tony Hillyard
South Godstone
Surrey
tel. 0342 893031

Any recommendations?



A novel way of parking. A good job Citroëns don't suffer from vertigo

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



About three years ago Ray Brisebois and I began talking about having an all-Traction Avant event. On Sunday, May 15 it finally happened. We had decided on a picnic at the Marin French Cheese Factory near the Sonoma County border. With its beautiful country setting and delicious caemembert and brie it was a perfect setting.

Ray designed a beautiful invitation which went out to 25 Traction owners in the Bay area (we also sent some to So. Cal. and Oregon, you never know). The plan was for Ray to arrive from the North with the Sonoma/Napa contingent while my wife Aggie and I would meet those coming from the South at the View Point at the north end of the Golden Gate Bridge to convoy up together.

We arrived at the View Point about 10:30 A.M. Clark Rodgers and Erik Berhitoe were already waiting having driven up from San Jose in their Légères. Within minutes we were joined by Janette Hall and her daughter in their '55 Normale, then Michael Land and family in their concours winning '52 Légère, Marvin Collins and Lloyd Willey in their "Time-Share" '53 Normale with ID19 engine conversion, and Don & Chris Pereira from Gilroy in their gorgeous red '39 Slough built Lt 15 complete with chrome grille, leather interior, wooden dashboard, and of course right-hand drive.

Before starting out one more person arrived on the scene. Anyone who belongs to the English Traction Owners Club knows the name Roger Williams. Roger rebuilds Traction gear boxes, makes T.A. tools, diaphragm clutches, and wonderful drive shafts amongst others. Friday evening I got a phone call from Steve Williams, Roger's brother, who happens to live in Berkeley, Ca. (sometimes known as 'Beserkeley'). Roger was visiting from England and had heard we were meeting at the Bridge. They wanted to stop by to say hello. I was thrilled. Having read Roger's February article on drive shafts in "Floating Power", the club magazine, I had been checking the mail daily for the follow-up article in the April issue. So, to hear that Roger himself would be stopping by was a wonderful surprise. With very little arm twisting I was able to convince him to join us for the picnic by promising to return him to his wife Wil and family afterwards. So, Roger climbed into our



Dennis Bayer reports on the stateside Traction scene

Normale and with our vintage convoy we headed north on Highway 101. We led the way followed by the six others. Michael Land brought up the rear since he and I had cell phones in case of any problems. Just as we were pulling away John Baldwin linked up with us in his beautiful and most unusual '38 Légère with ivory dashboard knobs, aftermarket boot, and lever-action shocks that even Roger had never seen before on a Traction. A few miles up the highway we were passing by the exit to the San Rafael Bridge when John and Barbara Pesek coming from Fremont displayed uncanny timing. They had reached Highway 101 precisely as we passed, and they smoothly tucked into our procession in their '53 Normale. Now we numbered nine. We continued on to Lucas Valley Road, a beautiful, green, moderately hilly Marin County backroad. I can't describe how fantastic it was to be cruising down that country road looking into my 'retro-viseur' and seeing a ribbon of Tractions winding behind me. The Lands said the view from the rear was equally awesome.

We arrived at the Cheese Factory at about 12:20. The management had reserved a parking area for us right next to the lovely pond and picnic tables. We all backed into our spaces, grilles pointed out

to wait for the others. We were soon joined by Raymond Bulkley in his ID21/4-speed converted Légère. Next Zelko Cecic-Karuzic pulled in with his '56 Normale. The Sonoma/Napa contingent still had not arrived, but just when we began to worry about them we saw Ray's cream colored '56 Normale crest the hill from the north. He appeared to be with two beautiful blondes. One turned out to be his niece Holly whose own Traction was undergoing repairs. The other was his Afgan hound Lautrec! Ray's sister Diane Peterson followed in her beautiful '48 Normale and his niece Heidi and her husband Bo Barrett in their nice '55 Normale were behind her. They brought chef, radio personality, and Traction owner Narsai David with them. Unfortunately Narsai's car is not running. He had told me earlier in the week that he needed driveshafts and I had suggested he contact Roger Williams. You should have seen his delight when he found out Roger was standing a few feet away! I'm sure that the picnic inspired him to get his car back on the road after several years of sitting. His brother is a mechanic in Berkeley and Roger paid him a visit the next day to see what was needed.

Fourteen spaces had been reserved and fourteen Tractions showed up. It made a wonderful sight. Tractions in various states of repair all lined up next to each other. Most importantly they all work and this being the 60th anniversary of the Traction it was quite impressive.

The rest of the afternoon was spent picnicking, checking out each other's cars, taking pictures, getting to know one another, and discussing everything from poured babbit bearings to brie. Before heading home we were already planning the next get-together.

Afterwards Aggie and I brought Roger back to our floating home in Sausalito. We wound up having a few beers and talking Tractions for a couple hours. Roger wanted his family to see the house so they drove over from Berkeley to pick him up. We spent a bit more time together and then they were off. It was a nice way to end a very special day.

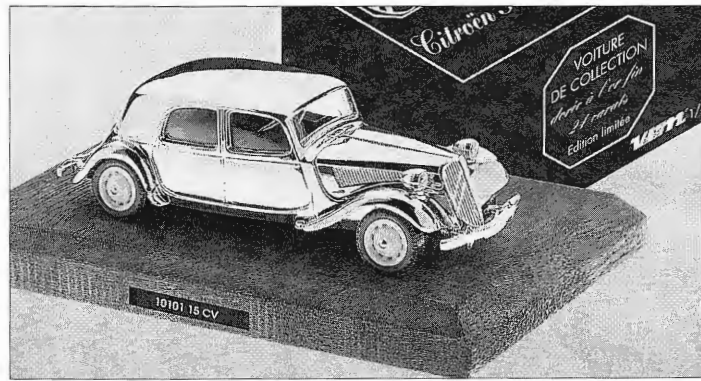


Dennis Bayer, Sausalito, California ■

tocSHOP

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Book	The British Citroën	£11-95

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Two owners in 55 years, a
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For information contact:
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1953 Slough Lt 15, KCJ 944
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£4000 ono
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or
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Finished in Black!
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Wanted

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Wanted

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Any condition
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Wanted

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Wanted

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