



5150 XX 95

***Floating
Power***

June
ninety
five

President
Stan Barker
Barcus Mead
North Ripley
Christchurch
Dorset BH23 8EP

Standing Committee

Stan Barker
Roger Dyer
Tony Hodgekiss
David Gardner
John Gillard
Colin Gosling
Lynne Jenkinson
Marcus Lasance
Martin Nicholson
Steve Reed
Peter Riggs
Dennis Ryland
Bernie Shaw
Peter Simper
John Starke
Peter White
Roger Williams

Chairman

Marcus Lasance
Sideways Cottage
Harts Lane
Ardleigh
Colchester
Essex CO7 7QE

Treasurer

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

General Secretary

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

Social Secretary

Stan Barker
Barcus Mead
North Ripley
Christchurch
Dorset BH23 8EP

Membership Secretary

Peter Riggs
2 Appleby Gardens
Dunstable
Bedfordshire LU6 3DB

Club Spares

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

Club Shop

Keith Feazey
21 Paris Avenue
Westlands
Newcastle-under-Lyme
Staffordshire ST5 2RQ

Editing and Design

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

Honorary Life Members

Fred Annells
David Shepherd

scotland

Ian Nairn
490 Lanark Road
West Balerno
Edinburgh
EH14 9AN
Tel 0131 449 4569

lakes & border

Malcolm Bobbitt
5 Cockton's Yard
Main Street
Cockermouth
Cumbria
CA13 9LN
01900 825581

peak

Bev & John Oates
55 the Knoll
Tansley
Matlock
Derbyshire
DE4 5FP
Tel 01629 582154

ireland

Norman Moore
19 Main Street
Limavady
Co Londonderry
Northern Ireland
BT49 0EP
Tel 01504 722659

south midlands

Chris Ryle
Uplow Cottage
Holt Hill
Beoley
Worcs
B98 9AT
01527 62974

west

Steve Hawes
27 West Hill
Portishead
Bristol
BS20 9LG
Tel 01275 817973

south west

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

central southern

Mike Wheals
PO Box 7303
Whitchurch
Hampshire
RG28 7YR
Tel 0850 57044

northern

Andy Cartwright &
Lynn Clarke
129 Littlemoor Road
Pudsey
West Yorkshire
Tel 01532 561286

north midlands

Steve Southgate
34 Woodlands Ave
Walsall
West Midlands
WS5 3LN
0121 357 2256

eastern

John Starke
The Cottage
Harts Lane
Ardleigh
nr Colchester
Essex
CO7 7QE
Tel 01206 231241

london

Alec Bilney
30 Mill Street
Kingston-on-Thames
Surrey
KT1 2RF
Tel 0181 546 7071

For details of area meetings,
please contact your local organiser

Floating Power

THE MAGAZINE OF THE
TRACTION OWNERS' CLUB

VOLUME TWENTY ISSUE TWO **June
ninety
five**

This month sees the TOC annual rally, which is taking place in Petersfield, Hampshire, stamping ground of Club Secretary Steve Reed. I know that Steve, aided and abetted by Stan Barker, has organised an all-action weekend including pig roast and entertainment (not if you're the pig) on the Saturday evening. Last weekend of the month is when all roads lead to Petersfield!

News on the Traction grapevine says that the Heart of England Tour was quite exceptional. Richard Hooley put on an event that will be difficult to follow.

For later in the year, the Raid du Lot itinerary has been confirmed, see page 5 for details of what's in store. Looks like Rik Blote is really pushing the boat (or canoe) out for us. So, if you're going to the ICCCR, why not go the whole hog and do the Raid du Lot!

Now for the hard sell – if you don't renew your subscription, this will be the last Floating Power to hit your doormat – so be warned!

The FP stockpile of articles, letters etc seems to be diminishing, so please do your bit and send something in. The magazine relies heavily on contributions from the membership – THAT'S YOU!

- *TOC Hampshire '95 – the annual rally*
- *Heart of England Tour*
- *more Citroën literature*

Deadline for next FP is July 21.

Let's make it the best yet!

John Starke

- 2 **contact**
AREA CONTACTS AND MEETINGS
- 4 **toctalk**
NEWSDESK
- 6 **techtorque**
ON THE BED WITH FRED ANNELLS
- 7 **continuous licencing**
MORE FROM THE DVLA
- 8 **confessions of an autojumbler**
DIGGING UP OLD CITROËN LITERATURE
- 12 **malaise in falaise**
A CONCOURS WITH A DIFFERENCE
- 17 **events**
WHAT'S ON WHERE
- 18 **correspondence**
HAVING YOUR SAY
- 20 **peace celebrated in style**
TOP GEAR REPORT
- 21 **tocshop**
HOME SHOPPING
- 22 **classified**
MARKETPLACE



cover picture
Tractions at Falaise
by Brian Scott-Quinn

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.

© Traction Owners' Club Ltd.



Printed by
Bailes Fastprint
Tel 0191 584 6097

ISSN 0265 0630

BEST TOC TOUR EVER



Tour organiser Richard Hooley bids rallygoers a fond farewell with a TOC 'Jamboree Bag'.

THE 1995 HEART OF ENGLAND TOUR was the best TOC tour ever! That was the overwhelming opinion of everyone who took part.

With some twenty-five cars and over sixty people participating, organisers Richard Hooley and Esther Asbury came up with surprises every day. For many, the highlight was lunch aboard the famous steam train 'Silver Jubilee'. "I really don't know if anybody can top this one, it will be a real challenge that's for sure!" commented TOC committee member Bernie Shaw, "...as well as being superbly organised it was exceptional value for money – altogether, a really terrific weekend." If anyone out there would like to volunteer to put on next year's tour, please contact Stan Barker.

Read the full story in the next issue of Floating Power.



HELPLINE

01425 674476

(24hr answerphone)

When phoning please give:

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

Top Gear Award

THE TOC picked up the silver award for club displays at the BBC Top Gear Classic & Sports car Show at the NEC recently.

Club President Stan Barker was first to congratulate all involved for putting together such a professional stand, but special thanks went to John Griffiths for his contribution: "...this really was a fantastic effort by all concerned, but John's artwork really made it something special."

See page 20 for pictures.

New Shop front

The TOC Club Shop has a new person in the driving seat – Keith Feazey has taken over from Lynne Jenkinson who had to stand down due to business commitments. Keith will handle all your enquiries and purchases and he can be contacted on 01782 618497

.....in brief

■CITROËN has recorded more sporting success. The ZX Rallye Raid taking first, second and third places in the Tunisian Rally. Pierre Lartigue and Michel Perin achieved victory after 2,000 gruelling miles.

■THE new ZX Estate has been voted the 1995 Diesel Estate of the Year by *Diesel Car* magazine, while the Xantia continues to receive accolades – Best Upper Medium Diesel Car Award in the 1995 Fleet News Awards and Best Family Car in the prestigious 1995 *What Car?* Awards.

■ANDREW YORK has been co-opted onto the TOC Committee. Andrew is a prime mover in the London Section and wants to help the club progress.

■DIRECT DEBITS are on the way – honest! Banking bureaucracy has held up their introduction – but feel free to renew your subscription by cheque!

Raid du Lot

DETAILS have been released about the TOC Raid du Lot, following the ICCCR in Clermont Ferrand later this summer.

To whet the appetite of those already going, organiser Rik Blote has sent the following detailed itinerary which might encourage a few more to drive south to the Lot after the ICCCR, so here we go.

The drive from Clermont to Camping Le Ch'Timi should take about four and a half hours coming via Tulle, Brive and Cahors. The alternative route via Aurillac, Figeac and Cahors is prettier but will take about 40 mins longer. The choice is yours.

The Lot region is very like the Dordogne (just 20 mins drive north of us) although less commercialised. Most guide books lump the two areas together. Both Rocamadour and part of the Dordogne river itself are in fact in the Lot region! So, if you like beautiful scenery, picturesque medieval villages, castles, forests and wine, then come to the Lot.

Le Ch'Timi is a three star site with 70 pitches and 10 rental vans. We keep the site to only 70 pitches to keep it a friendly and personal place – we don't want to become one of those large anonymous places that seem to abound these days. We have a swimming pool, tennis court, volleyball, two badminton courts, table tennis, pool table, petanque, playground, bar, snack bar, shop, restaurant, washing machines, electricity (on all pitches), free hot showers, free hot water and all our toilets are the English type. In addition we rent out bicycles and mountain bikes and can arrange accompanied rides, canoe trips (ideal for beginners), horse riding and even trips in a microlight aircraft.

As for what to do when you are here, I have made some plans which I think will be popular.

Sun 20/8

Welcome drink in the bar in the evening. First drink is on the house!

Mon 21/8

French evening in the bar with live music. (no charge) plus free glass of wine to TOC members. From 8.30pm till 12.00

Tue 22/8

A drive round the area to some of the local beauty spots in the afternoon. Disco (can be retro 50s, 60s or 70s) in the evening.

Wed 23/8

Wine tasting followed by traditional Quercynoise meal. 5.30pm - 8pm wine and 8.15pm meal. (wine tasting 40f, meal 100f)

Thu 24/8

Free. (Market day in Fumel - 7km 8am till noon.) A barbecue at about 7pm.

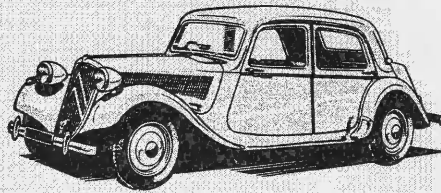
Fri 25/8

Meal in very good local restaurant 8pm. 100f or less each.

Sat 26/8

Depart

section scene



LAKES & BORDER

The Spring Event:

Dreadful weather and that it was Mothering Sunday deterred TOC members from venturing far from their firesides. However, a group of dedicated Tractionistes met at Maryport, on the Solway Coast, before adventuring into the wilderness of the North Cumbrian Fells.

The party ended up at Bob Cuppage's isolated farmhouse near Caldbeck to dry out and warm up and was greeted with a roaring fire and piping hot coffee together with the most delicious freshly baked and still hot chocolate cake. The fact we were treated to Bob's fascinating collection of somewhat unusual cars, including a rare DKW, was an added bonus.

Suggestions for future events are welcomed.

Malcolm Bobbitt 01900 825581

IRELAND

By the time you read this, our Spring Run will hopefully have taken place (due on the first dry Sunday!). It's hoped as many local owners as possible will have attended so that we can discuss this year's Annual Run and how the section can progress.

At a secret location near Cully Backey in Co. Antrim yet another restoration is nearing completion and in the Monaghan area another Traction has been added to our list (increasing our numbers by 10%).

On the same theme, up to 1991 there were only five Tractionists on the road in Ireland, but by this summer this will increase to twenty. If this continues, in a few years time we may have more Tractionists in Ireland than the rest of the UK!

Frank Gallagher 01365 325847

This is the basic framework, but it can of course be changed to fit in with what you would like to do. I have left days 'free' for now because the choice of activities here is varied and not every one may want to do the same things.

The kind of activity that we could do either as a group or individually are a train ride from Cahors along the old mining line along Lot river in a 1950s train plus a short boat ride or a day trip on a boat from Cahors to St Cirque with lunch included or a visit to the car museum in Sarlat. On the other hand, an accompanied canoe day trip would have to be as a group and organised in advance.

SOUTH MIDLANDS

We have now changed the venue for our regular meetings from the Golden Cross at Ardens Grafton to the Baker's Arms in Broad Campden (just outside Chipping Campden) still on the second Wednesday of each month.

Future events planned are a trip to the motor museum at Bourton-on-the-Water and the ICCCR at Clermont Ferrand.

Chris Ryle 01527 62974.

WEST COUNTRY

On Sunday 11 June from 12.30 we are returning to the scene of one of our successful summer gatherings last year – the Tunnel House at Coates.

This year's Minchinhamton Common picnic will be on Sunday 30 July, once again featuring cuisine à la Ryland! We hope to beat last year's attendance of 14 Tractionists.

Steve Hawes 01275 817973

PEAK NEWS

June 4th

This should be the date of the High Peak Historic Vehicle Club's Annual Run which most of us took part in last year and thoroughly enjoyed – it is a morning run through the High Peak returning to our usual meeting place for lunch.

August 6th

The Annual Boules Competition

More events yet to be organised for the rest of the year! All TOC members welcome to any of our meetings – if you want to know more please phone us (please note the new number).

Bev & John Oates 01629 582154

The choice is considerable and the week can be as busy or quiet as you like so if you have ideas or suggestions let me know.

So what is it going to cost? Well, we have slashed prices to the bone, only 60f per pitch flat rate regardless what (or who) you put on it! So far I have twelve cars booked to come and I hope that this information will tempt some more of you to join us on the 'Raid du Lot'.

You can phone me here in France (00 33 65 36 52 36) or if you simply want a brochure and booking form you can phone our English contact Margaret Lynch on 01327 350899.

See you in August!

TRACTION *test* BED

TOC founder member Fred Annells decides to ease the pain of tracing leaks and testing engines by building a test bed

For many years I have wanted to build an engine test bed for the most obvious of reasons – with such a unit it is so much easier to test, adjust, tune etc. rather than having to fit the engine/gearbox back into the car, only then to discover problems.

A couple of years ago I at last found the time to do just this and it fulfils my expectations and more. In fact, I've found it to be one of the most useful pieces of equipment. Building up an engine can be most enjoyable, but the agony of finding an oil leak once the engine is back in the car, leaving you with the task of having to remove it again, is almost beyond words.

In most cases of testing engines 'in situ', it is difficult, or even impossible, to be certain of exactly where a leak originates. Oil may be leaking from a number of areas – bellhousing, between the crankcase and sump, timing chain cover or the oil throw at the front of the crankshaft are all examples – indeed, most of the cars I've looked at have been very wet in the engine bay and many drop oil when standing.

I decided to build an engine test bed so as to solve these problems prior to refitting the engine in the car. It would be an angle-iron framework on castors, taking an engine and gearbox, complete with gauges, radiator, battery and fuel supply. To be strong enough to run the engine for a fair length of time, the frame was made from 0.25 inch gauge 1.5 inch angle-iron, braced to ensure rigidity. I had an engine to test which had been rebuilt to new specifications (crankshaft re-ground, new barrels & pistons etc and I wanted to be sure all was OK before putting it into the car. All was well and I was pleased with the results.

Next came a rebuilt 11D engine. The test run revealed a leak from the front of the engine which transpired to be coming from a worn oil throw (new ones aren't available). A few adjustments and a bit of 'doctoring' later, and the leak was cured. For this particular job I made extra brackets to support the engine where it fits the bellhousing and a special shaft was

made to drive the fan-belt pulley, supported by a housed bearing. For engines with an 'Oldham' coupling, I adapted a broken bellhousing (removing the bottom half) to enable the fan to be driven.

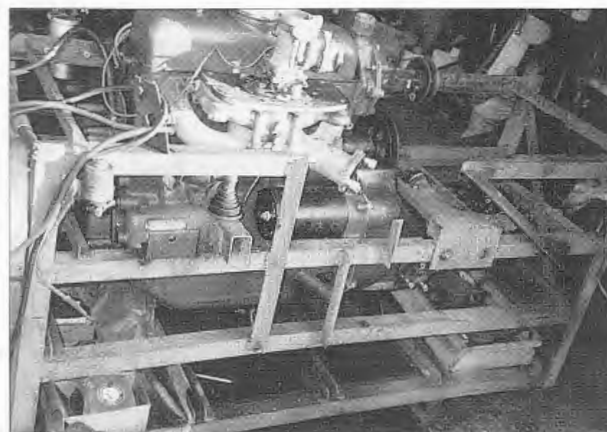
The unit does allow me to do other jobs, eg. check gearbox leaks at the flanges. I also made up a gate change and clutch control.

Overall, the construction was relatively easy, certainly for anyone who can do a spot of welding. I reckon the cost to be around £20-30, a small consideration really when compared with the hassle and aggravation that comes with 'in situ' leak diagnosis and engine removal/fitting.

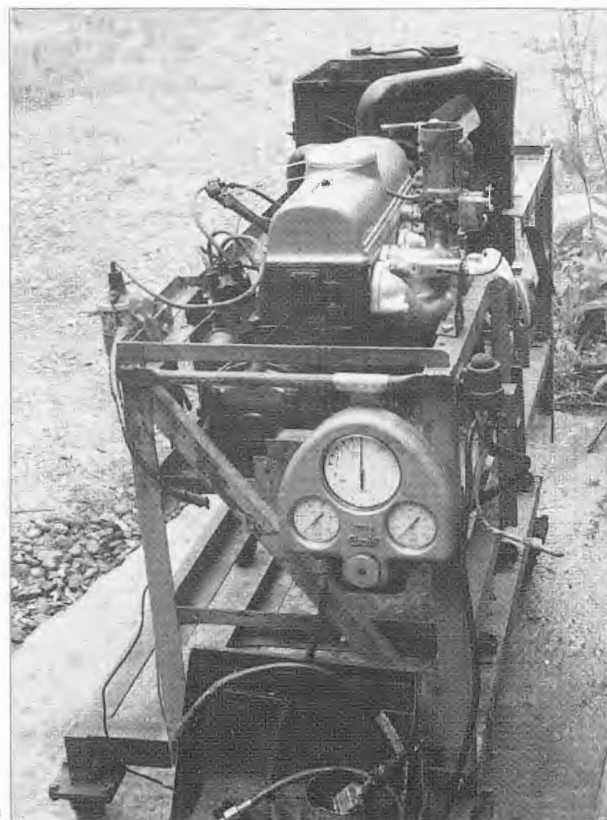
A final word of warning though – don't rev the engine too high for safety!

Test bed overall dimensions:
54 inches long
18 inches wide
24 inches high

Fred Annells ■



Engine being tested after oil leak and checking operation of rebuilt gearbox and clutch



First engine to be test run

The long awaited Consultative Documents from the DVLA have arrived. There are two documents, one covering proposed new arrangements for vehicle registration and the other Continuous Licensing. The first document relates to the improvement of vehicle record accuracy to assist law enforcement and help prevent vehicle-related crime. The main proposal is for a revised Vehicle Registration Document, which will require both the buyer and seller of a vehicle to complete the transfer details and sign the document at the same time. There would be an onus on the seller to take specific steps to establish the true identity of the purchaser, but no details are given. It is suggested that the new document could also incorporate details of up to the last five keepers and the recorded mileage at the date of transfer. These proposals would appear to operate only to the benefit of the law-abiding motorist. The introduction date for these proposals to be phased in is early 1997. The basic objective of the proposal for Continuous Licensing is that the DVLA should have a continuous record of all motor vehicles, whether in use or not (currently there are 48 million vehicles on the DVLA computer of which only 25 million are licensed), with a view to combating the current annual tax evasion of £150-200 million, by making prosecution easier. Two alternative proposals have been put forward, which I am publishing in full as follows: (please note that VED = Vehicle Excise Duty).

PROPOSAL A TWO CATEGORIES OF LICENCE

On-road vehicles

21. All keepers of vehicles used or kept on the roads continuously (or off the road for periods of under a month at a time) would, as now, be required to license their vehicles continuously, at the full annual rate of VED.

Off-road vehicles

22. Keepers of vehicles off the road for a month or more would be required to obtain an off-road licence for six or twelve months. Such licences could be free to those taking them out at the introduction of the scheme (this would be attractive to keepers of vehicles currently off the road and play a part in bringing the DVLA records up to date) but a small charge to cover administration costs (say £5) could be introduced for those taken out later.

23. Renewals would be free (as they are for vehicles currently licensed at a nil rate). Reminders would go out from DVLA in the usual way and because off-road

vehicles do not require MOT or insurance checks, renewals could be done by post. Keepers would not receive a VED disc, but a licence confirming the off-road status of the vehicle.

24. With this scheme some safeguards would be needed to deter evasion by falsely declaring a vehicle off the road instead of renewing the VED. Two possible ways of allowing vehicles to be brought back onto the road

they need an on-road VED disc. This could be because a vehicle has unexpectedly failed its MOT or it is used for short periods on and off during the year.

27. To cater for vehicles which are off the road unexpectedly for a short period or which are used infrequently a more sophisticated system is a possibility. This would provide an additional off-road licence which carried no penalty for exchanging it for an on-road licence. 28. Under this proposal there would be three categories of licence:

i. **on-road** licences (the present VED system);

ii. **off-road** licences, designed chiefly for vehicles likely to be off the road throughout the forthcoming licence period. (It is envisaged that these would be available for six- or twelve months at a time, and would be subject to the same rules as proposal A) and;

iii. **temporary off-road** licences to cater for vehicles which are intended to return to on-road use within 6 or 12 months. These would cost perhaps one quarter of the full VED applicable to the vehicle and the fee would be redeemable against the subsequent cost of a six or twelve month tax disc if the vehicle was returned to the road within a year.

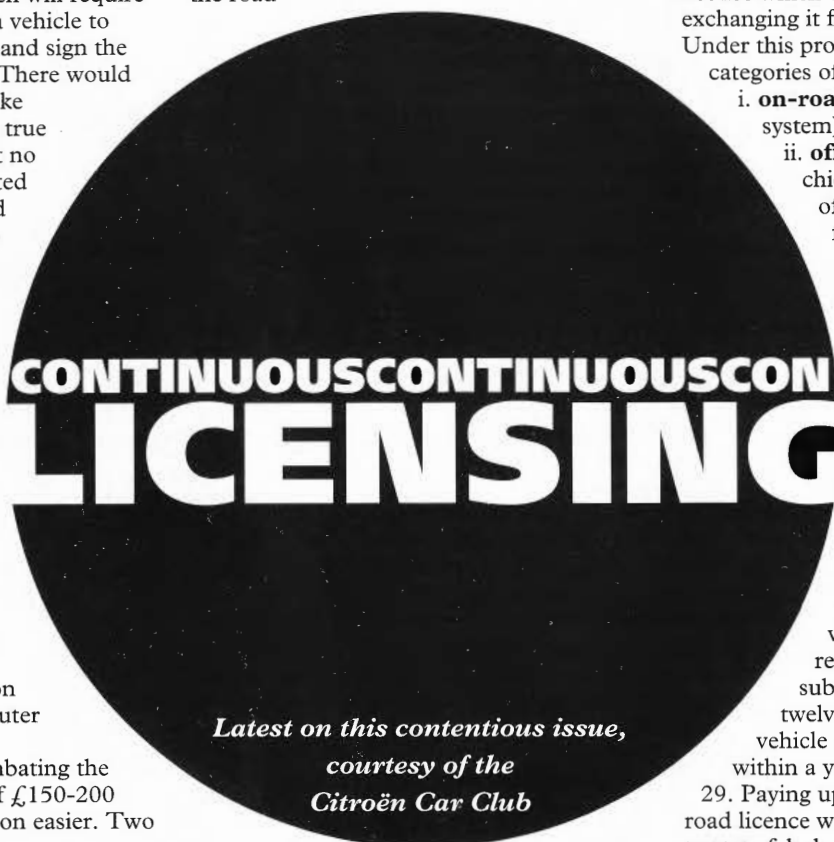
29. Paying up front for a temporary off-road licence would minimise the incentive to state falsely that a car was going to be off the road for a month or so in order to avoid VED.

SUMMARY

30. In brief, a three category scheme allows fullest protection against increases in taxation for occasional motorists, while securing the maximum disincentive to evasion. But a two category scheme is easier to comply with and simpler (and therefore less costly) to administer. Views are invited both on the relative merits of each scheme and on the detail.

As time is very short to make the deadline of the magazine I have only been able to give a brief precise of the whole of the documents (some 22 pages); neither proposal would seem to be anywhere near as onerous as the scare mongers would have had us believe. I would also mention that Continuous Licensing is not planned to come into operation until early 1998, so a change in government could alter or negate the whole scenario.

Brian Drummond ■



before the expiry of the off-road licence are:

i. the keeper could be liable to pay VED back to the beginning of the licensing period. This would mean that there would be no incentive to declare a vehicle off the road falsely, because VED would have to be paid back to the point of expiry of the previous licence; or

ii. the keeper could be required to pay a surcharge (perhaps £15) on top of the full rate for a six or twelve month on-road licence, commencing on the first of the month in which it was applied for.

25. Both alternatives would impose some small cost on some users who only license for part of the year but would mean no additional costs for the many seasonal users who license a vehicle for six months each year.

PROPOSAL B THREE CATEGORIES OF LICENCE

26. The simple distinction in proposal A between on- and off-road vehicles may not be attractive to all vehicle keepers. There will be some who want to keep a vehicle off the road for less than a full licensing period but do not want to pay a surcharge when

confessions of an autojumbler

*Malcolm Bobbitt digs up
some gems amongst
Citroën's early literature*

A.C. P.L. 5100

CITROËN PRICE LIST

Equipment of all cars includes Electric Lighting and Starting (separate units) 5 lamps—head, side and tail, 5 Michelin detachable wheels and tyres, and kit of tools. Hood with side curtains on open cars, except Sports Model "Caddy" type.

The English models are fitted with dashboard clock and speedometer, and mahogany tool box on running board. Side curtains of the 2 and 4-seater cars open with the doors.

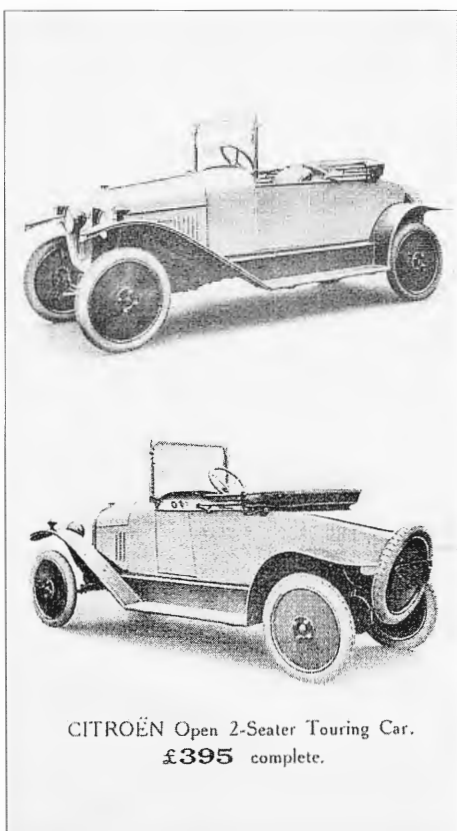
Effective 13th November, 1922.

7.5 h.p.		
2-seater	-	£ 195
Coupé	-	£ 245
10 h.p.		
4-seater	-	£ 245
11.4 h.p.		
4-seater	-	£ 265
2-seater, English body with Dickey	-	£ 310
4-seater, English body	-	£ 330
Coupé, English body with Dickey	-	£ 395
Saloon	-	£ 450
Sports Model "Caddy"	-	£ 485
Landulette	-	£ 495

Ex London Works.

(Agents are authorised to charge freight from Works to destination.)

GASTON, L.M.



CITROËN Open 2-Seater Touring Car.
£395 complete.

There's no denying it, I am a hooked upon autojumbles. To many the idea of searching through hoards of catalogues, back issues of motoring magazines, piles of books as well as mountains of obscure parts and automobilia is quite discouraging. As for me, I cannot keep away.

The main interest as far as I am concerned is catalogues and books although I would not dismiss anything else. Being a Citroën (and French car) enthusiast, the following may help as some guide as to what is available for rear-drive Citroëns.

CATALOGUES AND BROCHURES

These are now becoming very rare for early Citroëns and editions published in English are of some curiosity value. Before Citroën Cars became established as a company in Britain in 1923 the catalogues were distributed by Gaston who were sole concessionaires. Early editions were produced with orange covers and detailed the 'André Citroën Car'. "You see them everywhere" was the message on the cover. Sales of Citroën cars in Britain commenced fairly soon after production

got under way in France and although being an unknown name in this country there is everything to suggest that purchasers were keen to buy the new French offering.

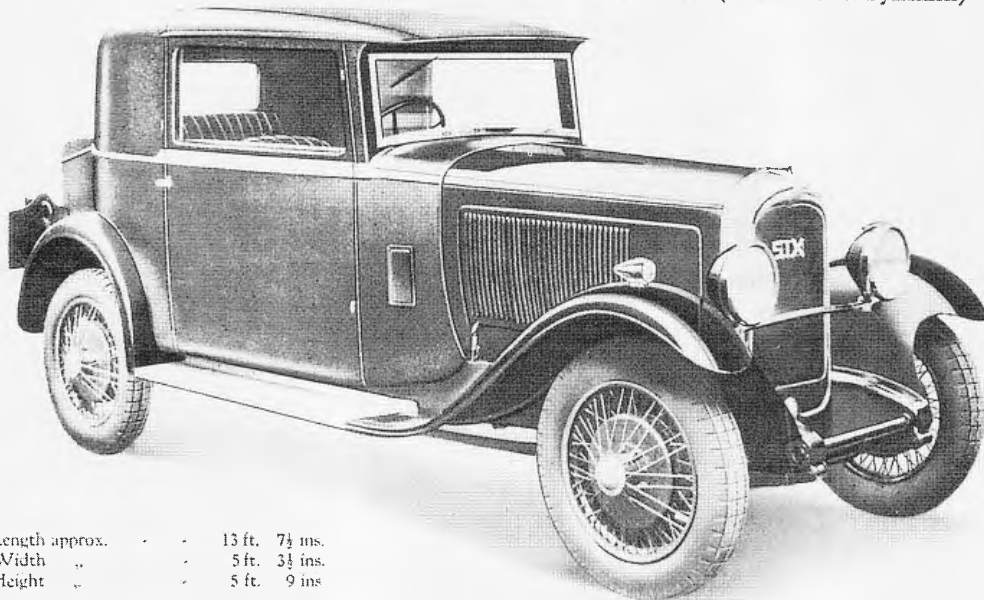
The popularity of Citroën's cars due mainly to their build quality and marketing with the price having some influence. The earliest catalogue, a charming booklet containing all sorts of useful information about the Type A (10hp in Britain) and the Citroën company, carried a variety of illustrations of models available from the open tourer to a delivery van. To find a catalogue in mint condition is lucky indeed but expect a price tag of upwards of £40. A copy in less than mint condition might be found for £30.

As the B2 and Type C cars became available so a new style catalogue appeared with better quality paper and illustrations. 'Over 60,000 Citroën cars are now in service' was the message on the title page. There was also a degree of artwork to make the whole publication more attractive. Look for a 1923 edition with its photographs of the Javel factory and cars under construction. If it is your lucky day you could find a decent copy for £30. To commemorate the 1923 opening of Brook Green in west London, the Citroën

The CITROËN

2½-Litre SIX

The SPORTSMAN'S COUPÉ (Genuine Weymann)



Length approx.	-	13 ft. 7½ ins.
Width	..	5 ft. 3½ ins.
Height	..	5 ft. 9 ins.

company's first UK headquarters, an intriguing brochure with delightful period line drawings was produced. Not only the company's headquarters, Brook Green was also a service and repair centre incorporating a huge parts store and dispatch facility. This folded sheet opens out to something like an A3 double sided affair and is very rare. A copy in good condition will cost an arm and a leg, so be prepared. Price guide approximately £25-35 plus, depending upon condition.

Another rarity is a brochure entitled 'Somewhere in Britain' which was published to coincide with the opening of the Slough factory. As Citroën's new models became available for 1928/9 so a further brochure advertising the company's factory appeared. Titled 'The Biggest in Britain', this again is a rarity and the double-sided sheet contains some superb photographs. Price is virtually immaterial as copies are all but unavailable. If you see one, don't hesitate!

Following on from the brochures aimed at promoting Citroën as a company rather than purely describing its cars, a quite superb publication was issued on the occasion of the opening of Devonshire House, Citroën's prestigious London showroom. Devonshire House has long

been synonymous as one of the capital's prime edifices devoted to the motor industry Rootes, Saab, Rover and BMC/British Leyland have all been there. As far as Citroën is concerned it was the pinnacle of achievement as London was seen as the ultimate trading post.

Devonshire House certainly had the André Citroën seal of approval as it was the Patron himself who instructed the showroom's interior to be a replica of Napoleon's mausoleum. Vast sums of money were poured into the project and it is a tragedy it was a victim of Citroën's downfall and was sold when Michelin took control of the company. Finding a copy of the Devonshire House brochure is comparable to stumbling across a '22' Traction Avant: should one be located expect to pay the earth, and the moon as well. Price guide - £50-100.

The arrival of the All-Steel saloon on the 11.4hp chassis was enough for Citroën to produce a double-sided folding brochure (A3) to ensure the motorist knew all about comfort and luxury at low cost. A similar style brochure had already been prepared for the 5CV 2-seater and cloverleaf, a model which distinguished itself by virtue of the volume by which it was produced. Both of these brochures occasionally can

Far left:
£395 bought a 2-seater open tourer in 1921

Above left:
1922 price list: the dashing sports Caddy was twice the price of a 10 hp 4-seater

Above right:
2.5 litre Weymann Sportsman's Coupé - affordable luxury

confessions of an autojumbler

CITROËN KEGRESSE

THE CAR THAT CROSSED THE SAHARA.

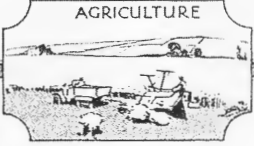
Ideal for




SAND



MARSH



AGRICULTURE



SNOW



£425
PACKED FOR EXPORT AND DELIVERED LONDON.

Manufactured in the famous Citroën Factories, which have the largest output of European Cars. Travels quickly and comfortably on roads or across any type of country. Exceptional climbing abilities. With towing arrangement fitted as standard, hauls 'zero ultra' equipments or loads up to 4 tons. Platform Bole or Torpedo Van Body for 200 lbs and 4 passengers.

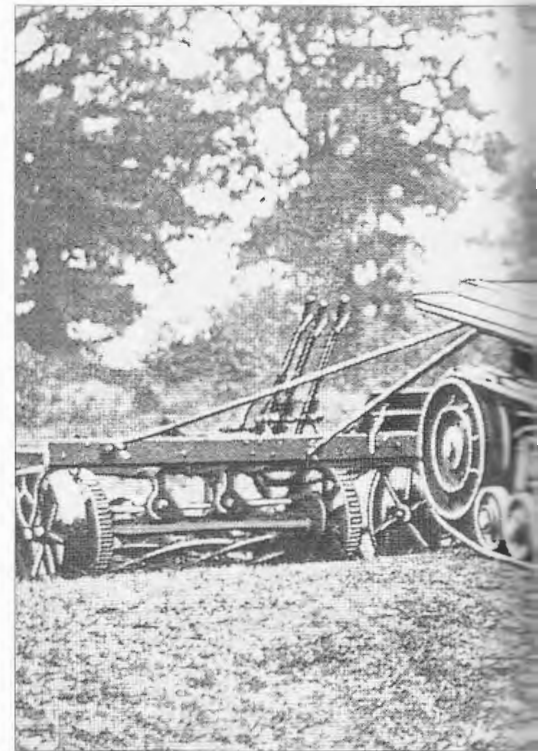
Your Transport Problem solved

SEND FOR CITROËN KEGRESSE BOOKLET 11

CITROËN KEGRESSE, Ltd.,
CITROËN BUILDING, BROOK GREEN, HAMMERSMITH, LONDON, W.6

Telegrams - Kegresse, Hammer, London.
Cables - Kegresse, London.
Telephones - Hammersmith 2220 (8 lines)

Indispensable in all roadless countries



Possibly the most desirable of all catalogues is that of the Kegresse. Almost impossible to find, but what a joy it is, fully illustrated together with informative text.

be found at autojumbles although the 5CV is less likely to be found in quantity. Expect to pay at least £15.

The All-Steel saloons were comprehensively incorporated within the 1925 catalogue. A 7.5hp 3-seat Cloverleaf cost £145 whilst £295 bought a French-bodied 11.4hp Landaulette. Beautifully produced, this gem of a catalogue can occasionally be found and a mint condition example may fetch £30.

As an alternative to the factory-produced AC models Citroën also offered a Weymann Saloon and Sportsman's Coupe on both the 4 and 6 cylinder chassis. The fabric-covered Weymann style of coachwork was undoubtedly very attractive and provided a degree of comfort not normally appreciated on the all-steel cars. Citroën were less inclined towards the Weymann system as, say, Rover, mainly because Citroën had been forefront in advocating the advantages of the Tout-Acier construction. Citroën, however, produced for the British market an extensive and beautifully illustrated booklet detailing every model available in the Weymann range. Grab one if you can, but be prepared to put your hand in your pocket – a clean example may fetch upwards of £25.

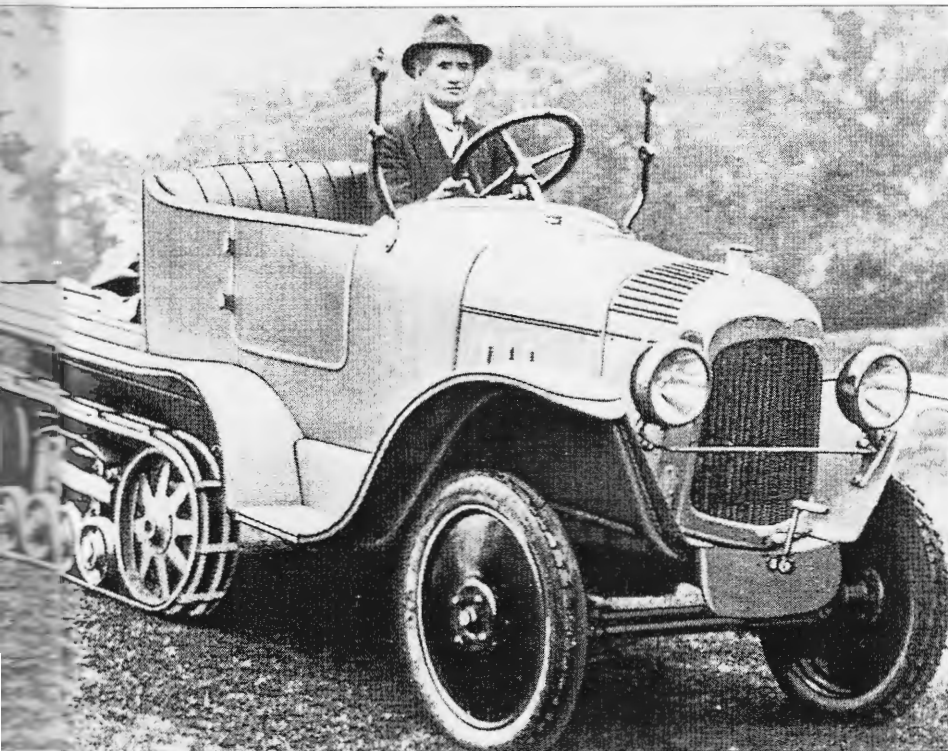
The 1927 edition of Citroën's offerings is more a book than a catalogue; details of the company's achievements are expanded upon as well as providing a potted history of the Citroën motor car. Line drawings as well as photographs attractively illustrate the latest models, the diagrams are

reproduced in a brownish-red colour which, on a creamy sepia paper, are quite handsome. The cover too is rather a grand affair with the Citroën emblem emblazoned upon it. I have not seen a good copy for some time so expect to pay a premium should you find one.

Amongst the most desirable of Citroën catalogues is that detailing commercial vehicles. An absolute 'must' if you can find one but very rare. The illustrations are a gem and expect to be enthralled by the Citroën bus/coach. Produced in colour, needless to say this is a must for any serious collector. The sky is the limit concerning price but what you eventually pay is a mirror of your negotiating powers. For a mint copy (if you can find one) don't even hope to pay less than £50. The French version is amazing with colour scale drawings of virtually every style of vehicle on offer from breakdown trucks to tankers, small delivery vans to long-distance coaches. Mind-boggling!

The C4 and C6 models were also illustrated by folded brochures which opened out into a large format double-sided sheet. Although very informative and showing every type of body style available, these brochures perhaps lack some of the finesse of earlier designs. Very rare so price may be on the high side.

A particularly nice brochure is that detailing Citroën's prestige cars based upon the C4 and C6 chassis and known as the Twelve and Twenty respectively. At £450 the Twenty 'Town Car' was an admirable Coupe de Ville and is illustrated



outside the gates of a luxury residence. The chauffeur was, of course, in attendance. By the sheer fact that very few of these cars were actually ever supplied makes the publication even more desirable. Superbly illustrated on fine paper, expect this catalogue to be expensive. Again very rare, collect one if you can. Price guide – £30ish!

The Rosalie with its Floating Power called for some interesting literature and by this time Citroën was using the feminine issue to sell cars. Produced in large format, these brochures also make good illustrations to frame. Very desirable but sadly now quite rare. Pay what you have to and expect no less than £20.

Another rarity is the Diesel car brochure. This is interesting as Citroën's diesel is one of the first of its type together with the Mercedes. A single sheet, double-sided, might be found for £15.

Possibly the most desirable of all catalogues is that of the Kegresse. Almost impossible to find but what a joy it is, fully illustrated together with informative text. Two editions were published and a delightful period piece they are.

OWNER'S HANDBOOKS

Often these are less difficult to find than early brochures and catalogues. The minus side is that they are rarely in mint condition and support a variety of greasy or oily thumb and finger prints. Early model handbooks by virtue of age are less

likely to be found but a reasonable condition C4/C6 version might be obtained for under £10; expect, obviously, to pay more for an A Type model or 5hp.

Owner's manuals for the Rosalie models were more in form of a tome with copious illustrations and photographs while that of the Kegresse requires something like a degree in science to comprehend it. The only examples of Kegresse handbook I have seen are in the National Motor Museum and it is highly unlikely examples surface at regular autojumbles.

In the foregoing I have generally concentrated on publications in English for the simple reason these are somewhat unique and applicable to the vehicles mostly available Britain and British export markets. French catalogues and brochures are no less appealing but, of course, are less available in the UK.

As well as literature, the collector of automobilia will find a whole wealth of artefacts from radiator badges to advertisements, from garage signs to accessories and a lot more besides. That, however, is a different story.

Malcolm Bobbitt ■

Left:
The ultimate pioneering car – the Citroën Kegresse

Centre:
Grass cutting Citroën style

Right:
Perfection – the Twenty Town Car



malaise in falaise

*Tony Stokoe braves
the rain and roadsigns
and takes a day trip to
France to encounter a
hi-tech classic car show*

Back in February, Stan Barker sent me details of a 'Collectors Car Show' in Falaise, near Caen in Normandy. The information was 'hot off the press' in that Stan had only just received the promotional leaflet a few days earlier and the show itself was on the 5th March! So there was no opportunity to tell the club through Floating Power, and precious little time to circulate it to more than a few interested parties. However, the news did get as far as some TOC members with fax machines and I and fellow fax (and Traction) owner Martin Nicholson decided it sounded interesting and we would go. The event, commencing at 8am

in the morning, promised lunch, concours d'elegance and even offered participants £20 to defray their costs!

I sent my booking form and received an enthusiastic letter in English from the organiser, Cyril Aubert. Martin rang M.Aubert's 'English agent', Ann Coverdale, and also booked in, mentioning that I was vegetarian so that the French chefs could make the necessary psychological adjustment – the French always have difficulty grasping the concept of non-meat eating so it is always wise to give them warning!

After an aborted attempt to book a ferry crossing through the Ferry Travel Club we discovered cheaper and more available fares were obtainable direct from Brittany Ferries. The motto being don't rely on the (Ferry) Club to give you the best deals...

So the plans were made and the day eagerly awaited. On the morning of the 4th I received a 'period' clamp-on door mirror and radiator grille blind as ordered from Classic Restorations. The snow and cold weather earlier that week convinced me that I was unlikely to be putting the hood down and rearward visibility is nominal with it up. I

promptly fitted both accessories and 'Sylvanus' (my roadster) certainly looked the part.

Unfortunately the cold spell took its toll in the Nicholson household and Martin rang to say, in very nasal tones, that 'flu' had struck and he and Vicky would not be going. So despite a lot of last minute ringing around we were the only Traction to board the 'Val de Loire' on the evening sailing from Portsmouth to Caen on 4th March.

We weren't the only Citroenistes though. As we sat in the queue to board the boat at Portsmouth a familiar rattle/whirr/click announced the arrival of a Series 2 CX next to us. Cocooned in the roadster with the hood up I heard the voices of Nick and Geraldine Savage

muttering: "it must be Tony", and they were right!

The boat was spectacular, glitteringly new and equipped with everything from an indoor swimming pool to a film processing laboratory. If only we had more time to enjoy it. After a nightcap in the bar with Nick and Gerry, we retired to our cabin. It seemed my head had only just hit the pillow when the infernal electronic 'bing-bong' wake up call, encouraging us to spend our money in the cafe before disembarking at the ungodly hour of 5.30am UK time - 6.30am in France.

We set off in the early morning darkness toward Caen and confusion. Why is it French maps always look so simple, with the little yellow blocks known as towns linked like beads by nice red lines known as roads, yet the road signage mentions none of these towns and only tells you how to get to Paris?

Three times we went into the centre of Caen and set off in what appeared to be the right direction and three times we were wrong. On the fourth attempt we abandoned our logic, our senses having already deserted us, and headed for Paris. Surprisingly Falaise was signposted en route. On discovering the right road, despair retreated and excitement returned as various other ancient Panhards, Fords, Peugeots and even a '50s Cadillac converged on our route.

We all rolled into Falaise at about 9am (note we had covered what looked like 30

miles on the map in 2 1/2 hours!) and all proceeded to get lost again chasing each others' tails looking for the Chateau de la Fresnaye. No AA or RAC rally signs here. Eventually we latched onto a 1930s Peugeot who knew where he was going and thus we finally arrived.

We were greeted by an enthusiastic M. Aubert and ushered to a space next to his smart Panhard CT24. And so to a breakfast of coffee and croissants (naturelment) while the 'veilles voitures' gathered. Unfortunately, the rain clouds also gathered and everybody retreated to the converted stables for more coffee and chat. By 11am there were about 60 classics parked on the lawn in front of the Chateau - ranging from Renaults, Peugeots and Citroens of the 1920s through to Fiats and Opels of the 1970s. I was particularly impressed with an immaculate Peugeot 402 Cabriolet of 1939, with very American styling. There were also two beautiful rear-wheel drive Citroens - a smart 1934 C4 and fabulous 1929 AC4 Taxi with fold-down roof for the passengers.

It was a splendid sight, but unfortunately the rain persisted and so most participants sheltered in the barn. This fostered much conversation and bonhomie and we soon identified other Traction owners, of which there were four, and their families and sympathisers.

We soon got to know Anne-Marie Filliettaz and her friend Gilbert from

Paris, who were in her 1951 Normale. They had with them their two respective sons, Olivier and Alexandre who were enthusiastic Tractionistes and all raved about my roadster, not having seen a right-hand-drive Paris built version before. Their knowledge and attention to detail was excellent (as, thankfully, was their English) and they were fascinated by the differences on my car. We talked about the TOC and their club, 'La Traction Universelle', the meaning of which they explained was a reference to Newton's law of gravity - 'the universal attraction!'

As with all French rallies, the pivot of the day was lunch. This proved to be a good buffet with ample quantities of wine. I found plenty to satisfy my vegetarian palate and completely forgot about the specially ordered meal until a waiter produced a smoked salmon (vegetarian?) dish for 'M. Nicholson'! Our neighbours on the table thoroughly enjoyed it. After nearly two hours of indulgence and Traction talk we emerged from the barn, blinking, into the afternoon sunshine.

While the organisers prepared for the concours judging, Brian and I went for a quick 'constitutional' around Falaise. It is a pretty town, much rebuilt after the War, during which it was heavily bombed. It boasts a large castle which was the base for William the Conqueror, who was born in the town, and also the remains of a fine town wall. After our quick tour on foot, a visit to a patisserie to buy some

malaise in falaise



This page:
waiting to drive on stage

Opposite page:
(Clockwise from top left)
The littlest traction
Chateau de la Fresnaye
Peugeot 402 cabriolet
Part of the gathering
Tony with Ann Marie and her car



spectacular gâteau to take home, and coffee in a small bar to sober us up we returned for the highlight of the day. And what a highlight. My interpretation of the event was that we would take a convoy drive around the area culminating in the concours prize giving. Not quite...

At 3.30pm all participants were asked to prepare themselves for a convoy drive off the lawn, in front of the Chateau and back onto the lawn again. Stationed in front of the Chateau was a stage area with ramps either side and behind this was a small open marquee where the judges sat and voted on the cars, logging the information onto two computers which were covered in plastic sheets to protect them from the rain! Bizarre!

Our car was number 18 and we duly ascended the platform in turn and I jumped out and bowed to the audience rather awkwardly whilst the commentator said something I didn't quite understand! Anne-Marie came with me and added a touch of glamour with her Traction Universelle umbrella up, and the roadster's hood down.

After a great deal of deliberation, the computers delivered the result. Everybody was placed and, most bizarre of all, even our absent friends were included in the listing! So it was that we heard that we had come 11th overall, and with amusement and incredulity, that M. and M^{me}. Nicholson came 15th! Obviously very powerful computers!

The winner was a very pretty Panhard PL17 with driver and passenger wearing smart period outfits. Our Parisian friends were adamant the Tractions, and my own car in particular, should have been placed higher on the list, but the emphasis for the judging was on the period look of car and passengers, rather than a more formal concours d'état, making the event more fun for everybody.

By now the 'lawn' at the Chateau was a muddy field, and as the rain descended on us once more, Brian and I decided to beat a retreat to Caen, and dinner at the hotel next to the port. We said farewell to our new friends, hoping to see them on the tour of Brittany, and headed home.

The return journey went without incident and we arrived back feeling we had been away for a week, not just 36 hours! The car performed faultlessly, although she did get rather hot and bothered behind the freshly fitted radiator blind, which wasn't really needed after all.

To see so many different French classics being used and enjoyed was great, and yes, we did get paid – a cheque for £20 arrived a week later! Quite a day!

Tony Stokoe ■



the **BIG** one



Clermont-Ferrand 18, 19, 20 August 1995

Notes:

One registration form per car including as many passengers as you want. If you come with several cars, please use one form per car. Admission is free for children under the age of 12.

Places for the Saturday dinner must be booked in advance as numbers are limited. The dancing evening which follows will be open to all those taking part in the rally.

The organisers of the 10th ICCCR can handle reservations for the campsite only. Reservations for any other form of accommodation must be arranged through the Tourist Office (Office municipal du Tourisme de Clermont-Ferrand 69, Bd Gergovia 63000 Clermont-Ferrand France tel (16) 73 93 30 20 fax (16) 73 93 56 26.)

The campsite is located in a small town 8 kms away from the ICCCR location. The cost includes one car, a tent and 4 or 5 people maximum. It is possible to stay from the 15th to the 21st August inclusive.

- Fees cover 3 days admission (3 or 7 days camping) no rebate for shorter stays.
- A free parking space will be available for recent Citroën models.
- Registered cars must be insured for participation in this type of event
- Book as early as possible. Enrolment before June 15th will be cheaper.
- Your entering will only be registered once total payment has been received. You will then be sent a confirmation of your reservation.

Costs:

(figures in brackets for payment before June 15th)

Driver and vehicle 150FF (120FF)

extra passenger 90FF (75FF)

Camping

One place for 3 days 150FF

One place for 7 days 250FF

Saturday dinner

adult 195FF

child under 12 100FF

Surname		First Name	
Address			
.....			
Post Code		Country	
Tel		Fax	
Car Club Traction Owners Club (GB)			
Car details			
Model		Year	
Body		Colour	
Reg. No.			
Interesting points			
.....			

Payment in French Francs to "10ème ICCCR" Please send form and payment to: 10ème ICCCR, 13-17 Cité Aubry, 75020 Paris, France

National and International Events

16 – 18 June

Citroën Car Club Rally

East of England Showground, Peterborough

A popular rally for all Citroën enthusiasts

30 June – 2 July

TOC Annual Rally

Petersfield, Hampshire

The annual rally moves south – for more details phone the club infoline

13 – 16 July

Tour of Brittany

Note the slight change of dates. This year's Tour will start at Nantes and finish at Brest.

6 August

3rd Annual Irish Citroën Run

To be held in the Dublin area – contact Frank Gallagher for details 01365 325847

6 August

5th Riverside Rally

London

Tractions by the Thames – organised by Classic Restorations 0171 928 6613

18 – 20 August

10th I.C.C.C.R.

Clermont Ferrand, France

THE BIG ONE

The International Citroën Car Club Rally – booking form on opposite page. The TOC is organising **Raid du Lot '95** which will feature a week's stay in the Lot valley after the rally. See page 5 for more details.

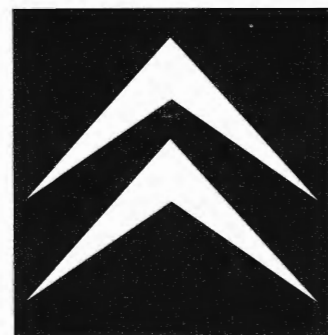
9/10 September

International Autojumble & Automart

Beaulieu

Largest and most famous UK autojumble. Admission includes entry to National Motor Museum, 'Wheels' and Palace House and Grounds. Telephone 01590 612345 for info.

For event information, please phone/fax the Helpline, 01425 674476.



Célébration à Chambois

A short break in Normandy with our Normale took us by chance on VE Day to the small town of Chambois. We drove through the crowded centre, passing people in period dress dancing in the street and a funfair to find ourselves at the end of a line of classic cars including, of course, another Traction.

We parked and were quickly approached by a gentleman who, luckily for us, spoke excellent English. They would be pleased if we could join them in a procession of cars, to be headed by the Mayor and local children on a musical float, to the neighbouring village of Fel and back.

Both Chambois and Fel had been destroyed in August 1944 during the invasion. Our procession was to retrace the journey made by a previous mayor when announcing the end of the war. On our return to Chambois, a mass of red, white and blue balloons, each with a dove of peace attached, were released to the sound of patriotic music. It was then on to the Marie for drinks and here the festivities were to continue through the evening. Sadly, we had to leave soon after.

We would like to record our thanks for the warm welcome we received, particularly from the village school teacher and his wife (apologies for not noting their names). Also, Jean Luc Pichard and his wife Fabienne, owners of the Légère. And finally not forgetting Jaques Le Gros and his staff at the Hotel du Cheval Blanc in Sees where we have over many years received sincere hospitality, good food and accommodation. (Tel 33 27 80 48)

*Peter and Susan Riggs
Dunstable
Bedfordshire*



The Riggs' Normale joins in proceedings at the Chambois VE Day parade



**THIS COULD BE
YOUR LAST**

***Floating
Power***

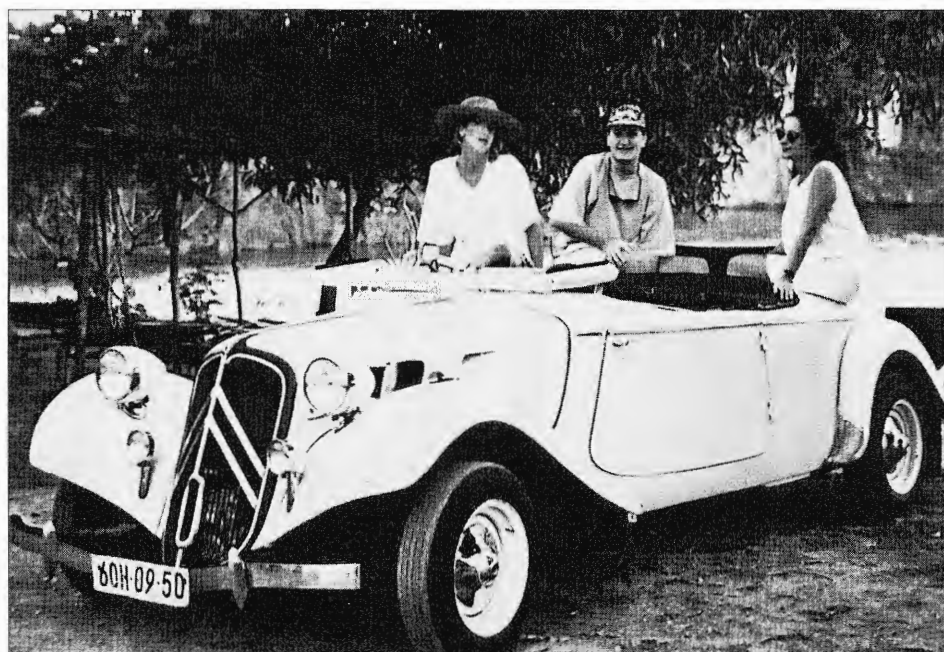
**UNLESS YOU
RENEW YOUR
SUBSCRIPTION
NOW!**

Vietnamese Roadster

Just a brief note to say I received a letter from Bill Graham, President of the CCOC of Australia. He included a short story of a Normale Roadster found in Vietnam and restored using a '6' front cradle. Although I find this a bit hard to believe, as the cradle of a '6' is quite a bit different from that of a Normale. Mind you, I know how clever and adaptable these orientals are, and back street garages can sometimes achieve the seemingly impossible! Anyway, the car is now in 'OZ' (Mansfield, Victoria to be precise) so the lads out there will be really going over it.

*Fred Annells
Bourne
Lincolnshire*

Normale Roadster pictured last year in Saigon with owner Peter Scales – and friends



Mr Carver's car

I wonder if you have any ideas how I might trace the original or current registration of a Citroën light fifteen and whether it survives or was scrapped years ago?

When I was a boy in the mid-fifties and living in Chelsea, London opposite our house in Glebe Place there was a place called the PEN Club (Poets, Essayists, Novelists and other writers). The man who ran the organisation was a David CARVER and he drove a black, small-boot Slough-built Light Fifteen with a sun roof. I understand black only, small boot Lt15s were built at Slough from October 1945 until 1952, and that 25,000 cars were assembled at Slough between 1945-57. Am I truly looking for a needle in a haystack, or are there any records surviving of early owners which would cross-reference to the car, or later on, in your Club historical files any details of early owners sent in by current owner-member? Strangely enough the car appears in several photographs taken by different people but in none of them that I've seen to date does any part of the number plate show up – even a couple of digits might have been of some use!

From Autosport, 14th August 1953 p.223, an interesting sounding Citroën was advertised as follows:

£595. Unique super light 15 saloon rebuilt & registered 1951, incorporating specially balanced 7.8:l C.R. engine, special French twin-carbs & manifold, Scintilla coil. Special 4-speed gearbox, 3.7:1 top, 4.75:1 3rd (70+m.p.h in 3rd) special front brake cylinders, special cast-alloy road wheels. Marchal Aerolux headlamps, Nolek Speed-Master auxil.lamps, Alloy valve cover. HMV radio, Galley & Citroen interior heaters. Red leather interior & loose covers. Bottle Green cellulose. Many special instruments, Bosch screen wiper. Michelin tyres. French alloy wheel-spats front and rear. Probably best looking and performing L.15 in the country. Never used in Competition. 11 Newlands Avenue, Thames Ditton, Surrey. tel: EMBerbrook 4092 (home) or TATe Gallery 0359 (daytime).

I do hope that one survives! By looking up the old Electoral Rolls (voters lists) it would be fairly easy to trace the name of the owner as a good starting point for some detective work, if there is anyone living in the Thames Ditton area who could go and look up the local records.

John Cobbett-Maddy
87 Pulborough Road
Southfields
London
SW18 5UL
tel. 0181 874 8152

Unfortunately, we can't throw any light on it from this end. Obviously, not having the registration number makes it awkward, but maybe someone out there knows of the car or the 'Carver' connection and can help solve this one for Mr Cobbett-Maddy.

Rare Books

I have for disposal two books, and I know your eyes will light up as you read on, so here goes...

One has a maroon cover and lists the repair operations, while the other has a dark green cover and lists the tools and illustrations to accompany the repair ops book.

They are both in excellent condition with no dirty finger marks and cover the Citroën FWD 'Six' models – French 15cv British 22.6 bhp.

Printed in English, issued by Slough in 1950 and cover the versions 'G' 1938 – Oct 1947, 'DB' Oct 1947 – March 1948 and 'DV' 1948 onwards.

It would please me to think that these books went to a real Citroën enthusiast who would prize them and make use of them for a long time.

I would like £80 for the pair, looking forward to a successful conclusion.

John Theedom
80 Mildmay Road
Chelmsford
Essex CM2 0DZ
tel. 01245 263252

Advance notice?

Following my call to the TOC helpline regarding Traction events in Normandy, I faxed Depanoto at Nogent-le-Rotou and I received the following reply: the next old car meeting at Nogent is 1/2 June 1996. Perhaps you would like to keep this on file for next year!

Maurice Millar
Rosemount
Perthshire

Headlamps needed

Our Traction is an 11BL of 1955 vintage, yes, black is the colour. The previous owner rebuilt the car, and I guess we will do the same over the coming years!

Although black and shiney, there are some areas that need attention. For example, at this time we are planning to remove the Jap!! headlamps – for that we need rims and light units. We are waiting for a pair of new bumpers. I am told some kind of mod using H van nearside outer door handle will get me a key lock.

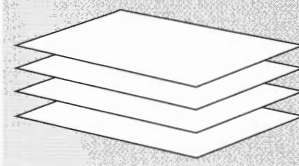
Since owning the car we have covered a good 1000 kms and look forward to many 1000s more. So, once again 1955 11BL Black, reg no GSK 753.

Any comments or help on the above, or tips etc., please phone 01702 421425 or fax 01702 421602

Dave Gale
Leigh-on-sea
Essex

Please send all letters to the Editor:

John Starke
The Cottage
Harts Lane
Ardleigh
nr Colchester
Essex CO7 7QE
Tel 01206 231241
Fax 01206 230546



Foreign brochures

I am looking for Citroën brochures of the Traction Avant. I have several Danish and Swedish to swap with. Maybe there are collectors in your club who could help me.

Preben Buchhave
Udbyhøjvej 15
DK 8900 Randers
Denmark



HELPLINE

01425 674476
(24hr answerphone/fax)

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

peace celebrated in style



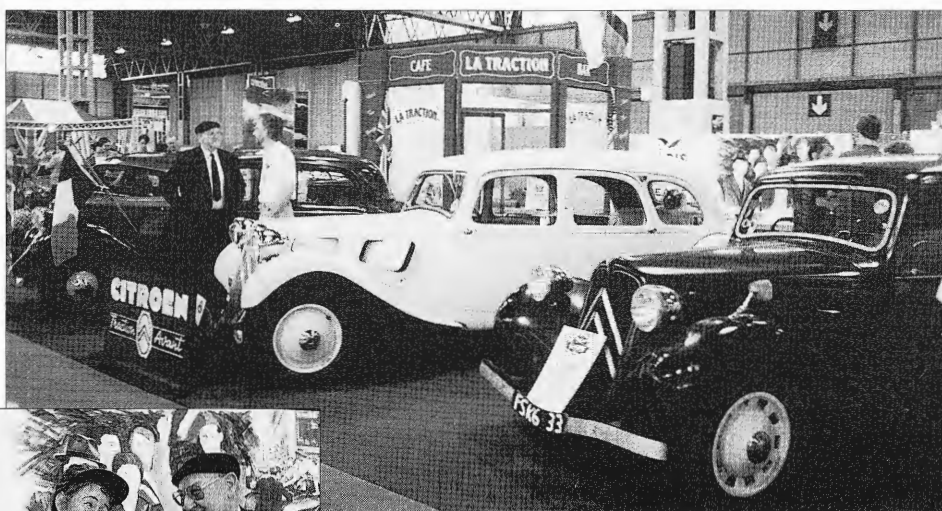
Over 55,000 people visited the BBC Top Gear Classic & Sportscar Show at the NEC over the May bank holiday weekend. And a good many of them had nothing but admiration for the cars that to many symbolise the fight of the French Resistance during the dark days of the second world war.

The TOC display celebrated VE Day in Paris, and on Monday the club was presented with the silver award for best car club display (251 - 750 members) – recognition indeed for a superb stand in this popular category. However, 72 hours earlier the scene was very different. Indeed, at 4pm on the previous Friday the stand was hive of activity as the Midlands team worked furiously to complete the display on time. In the end, all was ready for the three-day show.

Club President Stan Barker together with son Paul managed to sneak out on the Sunday to join Ian and Elaine Nixon in their Normale in a VE Day parade through the streets of Birmingham. The event was covered by Central Television and, following Montgomery's Humber, Ian's Normale was seen by thousands proudly flying the French Tricolour.

Meanwhile, back at the NEC, just time to thank all who contributed to a great weekend – not least Margaret Griffiths, whose husband John spent so much time putting together such a stunning backdrop.

Ian Nixon ■



Top: The evocative backdrop

Above: Three pre-war models

Left: Elaine Nixon gets Stan Barker's latest chat-up line

Below: The Silver Award



tocSHOP

Models, posters, books, sweatshirts, manuals... they are all available from the club shop

Pictured opposite is just a selection of the goodies on offer... send your order in now!



Kit	Matchbox kit coupe/roadster	£5.00
Solido	D Day Limited Edition FFI black	£15.00
1/43rd	FFI Camouflage	£15.00
	15cv Taxi	£8.50
	15cv Monte Carlo	£8.50
	15cv 1939 Black	£8.50
	15 Cabriolet	£33.00
	15 Roadster	£33.00
Eligor	Paris Liberation	£15.00
1/43rd	D-Day	£15.00
	Rosalie	£15.00
	15 white, red, blue, beige	£15.00
	fire dept, poste, telecom etc	£15.00
1/20th	Paris Liberation	£36.50
	D-Day	£36.50

T-shirt	Kentwell '92 (L, XL, XXL)	£5.00
Book	The British Citroën	£11-95

P&P extra – please allow sufficient orders to: Keith Feazey
21 Paris Avenue
Westlands
Newcastle-under-Lyme
Staffordshire ST5 2RQ
tel 01782 618497

CLASSIC



RESTORATIONS

Specialists in early Citroën sales, service and parts

Contact us for all your Traction requirements

Arch 124, Cornwall Road
London SE1 8QT
0171 928 6613



JOHN GRIFFITHS

*unique and individual paintings
prices from £100
Tel 01543 425398*

replacement parts
DESIGNED & MANUFACTURED
specialist in
CROWN WHEEL & PINIONS
GEARBOX REBUILDING/REPAIR
DIAPHRAGM CLUTCHES
FOUR-SPEED CONVERSIONS
& ALL TYPES OF MECHANICAL WORK

Roger Williams
35 Wood Lane
Beverley
North Humberside
HU17 8BS
TEL&FAX 01482 863344



SOUTHBOUND MOTOR TRIMMERS

Tel 01264 810 080
Evening 01962 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!

CARS FOR SALE



For Sale

11 Legere purchased by a Normandy businessman in 1957 – 10 days before production ceased. The chassis number is 677005 making the car the 495th from last. Dry stored from 1964-1984 having covered about 24,000 miles. Bought in 1984 by Citroën enthusiast who had the engine, brakes, etc stripped and rebuilt. Imported into UK in 1990 and owned by me since 1991 and used for six months every year. Doors, wing undersides and front box sections have been waxoyled. Sills, floorpan, boot floor are all original and in excellent condition. Factory fitted seat and door covers on until 1990 hence stunning original interior. Four new tyres, MoT and Tax. This car has got to be one of the best examples left and apart from a small amount of chrome and possibly paintwork the car is unrestored and original. This is a car to just look after and use as much as possible and she always starts! £6450 Telephone John Shirley 01442 241483 home 01442 214631 work

For Sale

(Under protest!) Slough Big 15. Total restoration, 4 speed box, stainless steel exhaust, new leather interior, new sills, door skins. Peacock driveshafts etc, etc. Used as everyday transport. Heater & radio fitted. All this and much, much more. Phone Christine Madeira 01327 340718 (Northants)

For Sale

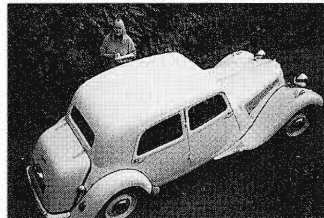
Light 15 1955 Slough Big Boot, MoT & Tax. Completely restored. Stainless steel exhaust, colour red, excellent condition. Price £6950 Jack Fallon 0181 886 5598

For Sale

1947 Slough Light 15, small boot. Ex New Zealand car. Good sound vehicle, MoT & Tax £4500 Tel 01929 471485 (Dorset)

For Sale

Citroën 11BL. Black. First registered in France on 1.1.55 Imported by the current owner. Much spent on tyres, driveshafts, steering gaiters, clutch, exhaust, fuel pump, starter motor, battery, hoses and belts. Bodywork very sound. Neat interior. A lovely car. UK registered. Space required. Offers around £5,000. Home telephone - 01628 528945 (Maidenhead)



For Sale

Light 15, 1953 Slough-built big boot. Riverside Rally Concours Winner. Original colour white, red interior, leather seats, mahogany dashboard, round instruments. This vehicle has been dry stored for 21 years prior to being subjected to a 6 year total restoration project by an ex-Rolls Royce apprentice. This brought it to an immaculate show-winning concours d'état condition. SO, if you've been looking for the best available and appreciate that cars rebuilt this well are few and far between, then contact Ian Cornwall on 01363 773041 and make me an offer I can't refuse!

For Sale

1954 Traction Légère, Big Boot. New - reconditioned engine. 12 months MoT. Very sound car. New house forces reluctant sale. £5,500 private sale. Tel: 01892 547822 Martyn Green

For Sale

1956 Traction Normale 11B LHD, Paris built, black. Excellent original floor, sills and monocoque. Good paintwork and chrome. Very good mechanics with good engine and gearbox. Interior original and excellent, carpets new. Wheels and tyres satisfactory. Period towbar. Fully serviced and MoT'd, ready for road use in Britain, all duties paid. £5950

1954 Traction Normale 11B LHD, Paris built, black. Very good mechanics. Very similar to car above. New interior available if desired. Ready to drive away. £5450

1982 H-Van SWB diesel Service history and recorded mileage of 82,000kms. Resprayed in 1992 and used regularly in the Midlands. Price £3250

For further information contact Steve Southgate 0121 357 2256 (evening) 01902 495 758 (office hours)

For Sale

1951 Paris built 11B LHD. Good body and mechanics. New carpets, seats and headlining. £5975 ono Paul Tucker 01276 858347 (Surrey)

For Sale

1953 Traction Légère 11B, LHD, Paris built, black, mechanics completely restored in 1994 (engine rebuilt by French specialist) good paintwork and interior 12 months MoT £5,500 Tel Brian Thorley 01253 295409 office 882558 home

For Sale

1953 Slough Light 15, Black, big boot. Jersey car from new. Only 47,000 miles. New water pump, petro; tank, wiring harness. Excellent mechanics, full mechanical overhaul + servicing undertaken. Waxoyled underneath. Pilote wheels, good paintwork and chrome. Reluctant sale due to emmigration. For further information tel: 01534 285622 (day) 01534 481732 (eves)

For Sale

2CV VAN, 1975, RHD. Very reliable vwhicle, used daily and regularly serviced. MoT & Tax 'til August '95. Re-sprayed 18 months ago (Royal Blue) but interior requires tidying – hence £1300 Pat Jackson 01929 551662 (Dorset)

TAKE TWO

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

**Phone Paul & Helen Veysey on:
01452 790672 (fax 01452 790703)**

Tibberton Court, Tibberton, Gloucestershire GL19 3AF

TRACTION RENAISSANCE SERVICES

Repairs, Servicing and Restorations undertaken at reasonable rates

Phone Dennis Ryland
01453 883 935

PARTS FOR SALE

For Sale

NEW this month, rubber plugs for front cradle tubes.
 £2.40 per set of 4 + P&P
 Rear engine mount
 £10 each (exchange)
 Side engine mount pads
 £1.60 each + 50p sae
 Silentblocs
 £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

A piece of motoring history – rubber mat from Criterion Garage. Complete with chevrons. £45
 Mike Petty 01489 860416

For Sale

Original Lt 15 workshop and bodywork manuals
 Old style roof-rack
 Brake drum & bearing puller
 Box of bits (manifold, starter, driveshaft, etc)
 Brooklands Book of Tractions
 Original Owners Handbook
 Please phone André Ciantar
 01638 515150
 evenings/weekends

WANTED

Wanted

Brakedrums with damaged tapers & old front and rear brake cylinders required to create pool for an exchange service.
 Roger Williams
 01482 863344

Wanted

English parts books (photocopy) for Traction 11B, BL and 15 Six.
 Can anyone help me?
 Jaques van Mastrigt
 Passemmentmakersdreef 30
 6216SE Maastricht
 Netherlands

Wanted

for Slough Light 15 – bare cylinder head and one Slough wheel, plain or easiclean
 Paul Widdup
 Netherfield House
 Brownston Street
 Modbury
 South Devon
 01548 830785

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).

CLASSIC CAR-I-CATURES

Your own black & white 'car-i-cature'
 from photographs to suit standard frames
 From £80 mounted plus £2 p&p
 John Martin 01548 821384



tocSPARES

**SPARES
 HOTLINE
 PHONE/FAX
 01453
 886463**

OTHER

Normandy

Two lovely 18th century gites. One hour from Cherbourg. Sleep 4 or 6 plus baby. Electric heating, log fires and every comfort. 13km from the sea. Ideal base for visiting invasion beaches, Bayeaux, Mont St Michel. Available separately or together for short breaks or longer holidays. 10% discount for TOC members
 Phone Tom or Gill O'Malley

Western Loire Valley

Village home sleeps 4/5, vineyards, Chateaux and sea. Available July, Aug, Sept
 Reasonable rates
 Phone Frank 01365 325847

Loire Valley

Classic country house 5km west of Langeale, (between Tours and Samur), ideally situated for wine tours and chateaux visiting. Sleeps 8-10 in 4 large bedrooms with 1 acre garden and ample space for Tractions! Available to rent April-October from £250-475 per week.
 Tel Brian Thorley
 01253 295409 office
 882558 home

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
 00 33 65 36 52 36

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.

Scotland

Only half a mile from Balmoral Castle and Crathie Church – Bed & Breakfast and Holiday Cottage to let. Katrina and Frank Grant 'Dun Donnachaidh' Crathie, Ballater, Aberdeenshire AB35 5UL
 Tel: 013397 42272
A special welcome reserved for Traction enthusiasts!

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
 00 33 45 62 05 96

Southern Brittany

Camping Le Bohat, Sarzeau
 Large 4-berth caravan with awning and mains electricity
 Available mid May - mid Sept
 Swimming pool, children's pool, creperie
 Bookings taken now
 Tel Stan Barker 01425



957 BX 61

21