



DK

***Floating
Power***

september
ninety
five

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For details of area meetings,
please contact your local organiser

Floating Power

THE MAGAZINE OF THE
TRACTION OWNERS' CLUB

VOLUME TWENTY ISSUE THREE **septembe**
ninety
five

BLIMEY! That was a hot one!
Still, thank goodness summer's over?
I won't have to spend time lazing in the
garden when I should be doing the old FP!

This issue includes features on the Heart
of England Tour – unanimously voted the
best ever – Tractions 'n' 2CVs on the
Banana Run and the continuing story of
Citroën's showroom literature. On a
similar subject, I would like to know
whether anyone out there has a collection
of models or other Citroën memorabilia
that they could write about for your
favourite magazine.

That was the ICCCR that was! But,
unfortunately I was unable to attend, so
I'm relying on someone out there to fill the
pages of FP with Tractions great and small
from this year's main event.

Techtorque articles seem to be in short
supply, so if you've got any hints, tips or
other technical info that you feel might be
useful, please do send them in.

For the next issue:

- *Brittany Rally*
- *TOC '95 Petersfield report*
- *ICCCR?*

Finally, I must apologise for the short
notice about the TOC AGM which will be
on Sunday, 1st October at the same venue
as last year. Full details on page 16.

John Starke

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cover picture
A Slice of Danish
photograph by Peter Juel Jeppesen

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
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KNOCKOUT ICCCR

THE 10th International Citroën Car Club Rally has ended a recordbreaker.

All roads leading to the Rally Site at the Michelin test track near Clermont Ferrand were chock-a-block with Citroëns of all shapes, sizes, ages and colours. Preliminary figures released put the number of number of cars at almost 4,000 with visitors to the three day extravaganza in excess of 9,000!

Citroën enthusiasts from around the world homed in on this, the marque's foremost international event – held once every three years. As yet there's no word yet on the venue for the 11th ICCCR... any volunteers?

Unfortunately, the Floating Power 'office' didn't receive any pictures before going to print, but hopefully they will now come flooding in, especially from those members who did the 'Raid du Lot' afterwards. First reports indicate a knockout event.



Transports of delight – a '30s De Havilland Dragon Rapide joins a couple of Tractions for a period photocall. This photograph was taken by Ian Nixon during a special event put on by model manufacturers Lledo at the Imperial War Museum, Duxford, Cambridgeshire. Ian's Normale, left, and Richard Hooley's Légère were later to take part in the 1995 TOC Heart of England Tour see p12-15.



HELPLINE

01425 674476

(24hr answerphone)

When phoning please give:

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

SIX, SIX, SIX

SIX-cylinder Tractions are making a comeback, care of their enthusiastic owners. Two Slough cars made their first trips since restoration to the ICCCR last month – and, more importantly, they made it back again!

Leaving things to the last minute must be contagious in the TOC, as Chairman Marcus Lasance was making final adjustments by torchlight just four hours before boarding the Seacat to Folkestone. Meanwhile, in darkest Walsall, Steve Southgate was also experiencing the joys of Tractionhood at 3.30am prior to the long journey south. Both our intrepid duo made their connections and flew the TOC flag at the monster Citroën gathering.

Hopefully you can 'read all about it' in a future Floating Power.

.....in brief

■ **CITROËN** has released the latest in a long line of practical estates – the Xantia estate. Its payload is 612 kg, nearly the weight of a 2CV!

■ **FRENCH** President, Jaques Chirac, has caused a minor sensation by shunning the fleet of Renault 25s and Safranés and has made his first presidential sorties in a 10 year old CX Prestige!

■ **STOLEN** 1968 DS21 Pallas. reg. no. FGL 169F in blue with light brown leather trim. Please contact Brian Drummond on 01444 453181 if you have any information.

■ **IF** anyone has any Traction brochures or literature for sale or exchange, please phone Michael Wood on: 01238 528221 (see Michael's article in this issue)



WELL STUFFED

THIS picture of the West Country Section's recent gathering at Minchinhampton Common (near Stroud) comes courtesy of Howard Sherman. The meeting featured a 'food for all' with Dennis and Margaret Ryland challenging all those present to eat everything they provided. "I think it finished in a dead heat." Howard states, "No pun intended, but the weather was glorious."

Your Car's History

DOES a member of the TOC own a car which, if it could talk, would relate the most amazing stories? The makers of BBC2's Top Gear are researching for a new series called 'Several Careful Owners', programmes which explore the ownership history of a particular vehicle. The cars in question need not be glamorous, expensive or in perfect condition. Any runaround with a tale to tell is of interest to us.

Please write to:

Several Careful Owners
Room G44, BBC Pebble Mill
Birmingham B5 7QQ

Early Warning

FOLLOWING Maurice Millar's letter printed last issue, the Citroën Club du Perche has notified us of their rendezvous of "voitures anciennes". It will take place 1-2 June 1996 at Nogent le Rotrou. Contact Didier Blin for information. Address: B.P. 161 28401 Nogent le Rotrou, France. Tel/fax 45.40.82.07 weekday evenings.

Another Early Warning

THE Swiss Citroën Traction Avant Club will celebrate its 20th anniversary in 1996 with an international meeting for Citroëns from 1919 to 1957. This Jubilee Meeting will take place May 24th to 26th at Mollis aerodrome, about midway between Zurich, Lucerne, Chur and St Gall, an ideal venue surrounded by beautiful high mountains. For more information on this event, please contact Christian Heussi, Badstr. 57, CH-8867 Niederurnen, Switzerland. Tel/fax (41) 58 21 35 70.

section scene



WELSH BORDERS

We hope to form a new section of the TOC in the Welsh Borders based in North Herefordshire. Meetings would probably take the form of Sunday pub meets, venue and dates when we get some response. Anyone from either side of the border (Offa's Dyke) is welcome. If you are interested, please telephone me with your ideas after September 9th (return from Clermont, Lot Valley etc). Looking forward to your input.

John Worthing 01584 831239.

WEST COUNTRY

For our September meeting on Sunday 17th, we shall be visiting Bristol Docks, which has many attractions including the SS Great Britain. Please phone for further details.

Steve Hawes 01275 817973

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.

Chris Ryle 01527 62974.



Spot the President

So, TOC President, Stan Barker, has been posing! This 'spot the differences' picture is from the magazine of the Club Belge des Anciennes Citroën. The only difference I could see was that he didn't have a bottle of wine on the go! For the caption writers out there, why not send in a witty caption for the next FP?

tocSPARES

**SPARES HOTLINE
PHONE/FAX**

**01453
886463**

the essence

Subsequent to re-wiring my 1952 Légère I was not only gratified to note that the headlamps (whilst not cauterising retinas) were capable of permitting safe night-time navigation – I was also inordinately pleased that the petrol gauge worked, and, moreover, was very accurate. However this was a Traction and thus gratification was short-lived. The gauge went insane within a matter of weeks, and thereafter continued to tell outrageous lies!

I did not consider the veracity of the petrol gauge's information to be particularly important until at 7.30am, whilst en route to the Cheshire Rally (on the motorway, five minutes after having left a service area), the car came to a halt! Mr Rylands appeared and muttered darkly about people who were supposed to have eradicated 'vapour locks' and promptly cranked enthusiastically on the petrol pump – Mrs Rylands sighed expansively and continued reading the morning's newspapers; my passenger 'Crawford' turned over in his sleep!

Early morning starts are hard on a Tractionist's short-term memory and it suddenly occurred to me that I hadn't filled the tank for some time. Surreptitiously I slunk around the back of the car and chucked a gallon of petrol in. Mr Rylands promptly reported that petrol was gushing forth and Crawford (now semi-awake) retorted that "what goes in one end, must come out the other!" All looked up to note yours truly replacing the petrol cap and needless to say I haven't been able to live the matter down ever since. "Caunceys' car runs on fresh air etc." has become the norm in terms of greetings!

Determined not to repeat the experience I decided to sort the matter out. A petrol gauge is merely a moving coil voltmeter recording the resistance generated by a variable resistance/rheostat located in the

petrol tank. The rheostat is operated by a float-operated arm connected to brushes which traverse the length of the rheostat and short it to earth. Given that voltmeters are very reliable instruments the fault on most petrol gauge arrangements is invariably located in the tank sender unit so this device was removed and restored.

Removal of the sender unit involves withdrawal of the four screws and pressed steel tank cover plate - located on the boot floor. Raising a flap of sound-proofing material then reveals the tank sender unit. The unit has three wires connected to it a) a black earth (affixed to one of the three mounting screws, b) a blue terminal (L.H.S. when viewed from the rear of the car), and c) a yellow terminal (R.H.S. when viewed from the rear of the car). Having removed and noted the position of each wire (having previously disconnected the battery), remove the sender unit fixing screws (3 no.) and carefully withdraw the unit from the tank, taking care not to bend the float arm or worse still knock the float off the end! It is advisable to clear the area of any detritus prior to removing the sender unit (rather than risk fuel contamination), and also cover the 'hole' in the tank after removing the unit with a light metal plate. Smoking is naturally not permitted!

The sender unit should then be thoroughly cleaned externally prior to stripping. This can be achieved by a light wire brushing and a wash with Gunk or Jizer. The unit is a fairly delicate electrical instrument and thus does not respond favourably to grit or filth entering its innards!

Removal of the four fine screws securing the top plate will reveal the curved/arched rheostat winding, tandem winding brushes, and two inner terminal posts. Remove all nuts and outer insulating washers from the terminal posts and carefully push the terminals (complete with their square fibre

insulating blocks) into the interior of the unit. This should be done with extreme care as the wires soldered to the same are short and very little latitude is present - broken wires can however be soldered-up once a little insulating varnish has been removed). Next remove the two end securing screws and lift out the curved rheostat winding.

Below the rheostat winding is located a bush to which the tandem rheostat brushes are attached. The bush is attached to the float arm spindle by a grub screw. Slacken the grub screw and pull out the float arm - the bush will then fall to the base of the sender unit. Do not pull out the loose bush unless the flexible earth tape is broken or in poor condition. If the brush bush tape is indeed broken (as mine was) remove and polish the bush prior to tinning with solder in the location whereat a new tape must be attached. De-solder the copper rivet let into the alloy body of the sender unit and clear out the central hole ready for soldering a new bush tape to this also.

Next check the body of the sender unit for wear in the location of the float arm bearings. Wear at this point will cause the float arm to 'waggle' whilst in service (wearing out the rheostat and also giving a 'flicky' petrol gauge needle). My unit was worn and thus two brass bush/inserts were made using short lengths of cupro-nickle brake pipe these being lightly drifted-in to the alloy sender body after drilling-out and filing the same in order to provide a good tight interference fit. The bushes should be left a little proud of the sender body exterior, and also drifted-in in order to 'shoulder-up' lightly against the brush bush when re-fitted - thereby eliminating all side play/waggle within the float arm.

Solder a 2 inch length of fine 'pigs tail' copper earth braid to the brush bush and feed the other end through the sender body rivet - leaving plenty of 'loop/slack' for consequent movement. Fit the float arm

of restoration

into the sender body and brush bush (fiddly), cut off any excess earth tape trailing from the body rivet exterior, and secure the same with a blob of solder. Next raise the float arm and hold it against its uppermost stop. Set the loose brush contacts against the right hand internal stop of the sender unit and tighten up the pinch/grub screw connecting the brush bush to the float arm.

Next, place a multimeter in circuit across the loose rheostat contacts and ensure that the unit is 'continuous'. If it is broken then repair is possible but beyond the scope of this article! Assuming the rheostat is O.K., wash the same carefully in isopropyl alcohol and clean the internal/contact faces of the brush arms. Route the brush arms (with a bent pin) around the sides and install the rheostat (via a screw at each end). If necessary bend the brush arms slightly in order to achieve a good contact with each side of the rheostat windings. Do not 'overdo' any bending of the brushes as excessive pressure will merely attenuate the life of the rheostat windings.

Feed the rheostat terminals (complete with square block insulators) through the body of the alloy sender unit housing and replace the colour coded fibre washers, copper washers, and securing nuts respectively. Next place multimeter probes on the body of the unit and one terminal; switch to Ohms/resistance scale on the meter, and operate the float arm. The multimeter should record a smooth and variable change in resistance when the float arm is moved throughout its arc. All should be well, but if not, check to see if the rheostat-to-terminal wires are touching the sender unit body, also whether the terminal posts are effectively isolated from the alloy sender body holes.

Secure the lid back on the unit and re-fix the same in the petrol tank – checking that the tank-to-sender unit gasket is serviceable, and also taking care not to

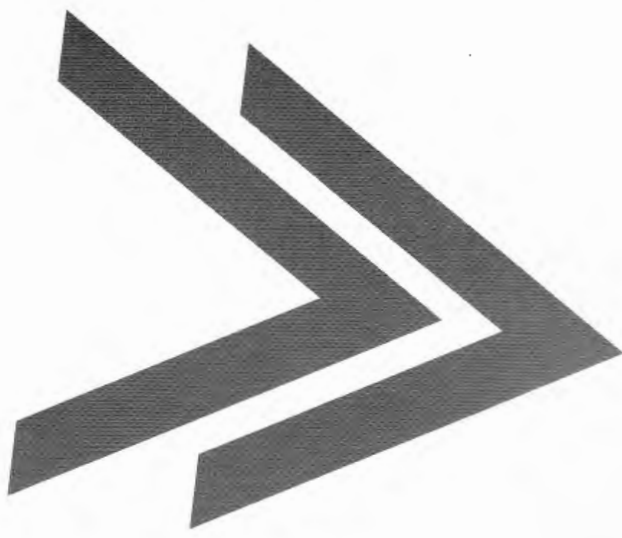
bend the float arm or dislodge the float. Clean and connect all terminal wires, replace the tank cover lid and screws, re-connect the battery, turn-on the ignition, and hey presto! No more jibes about vapour locks or 'preferred' fuels... hopefully!

Final note

Check that the float unit is in a good state of repair – this component consists of a tubular 'plug' of varnished cork spiked onto the end of the float arm and secured by a washer peened onto the movable arm. My float looked as though it had developed a rather nasty case of Eczema indeed it looked as though it was about to break-up (contaminating fuel) and buoyancy was thus probably impaired.

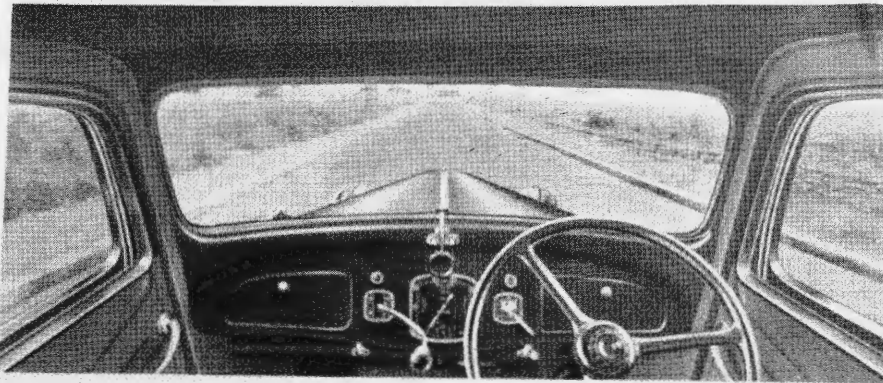
I considered soldering-up a new copper float – comprising a 28mm diameter piece of copper tube with end caps and a central (brake pipe) copper spindle, but considered that the buoyancy of such an arrangement was probably lower than that of cork. In the end I visited a local hostelry and obtained a few large used Champagne corks of the appropriate diameter! The existing float was removed by filing-off the arm peening, removing the retaining washer, and pulling-off the old desiccated cork float.

Two corks were used to make-up an appropriate length of correct diameter cork 'plug' - these were pushed on to the shaft, given a coat of fibreglass resin, the retaining washer replaced, and the arm shaft re-peened. The final result looks (and more importantly behaves) the same as the original component. The presence of a couple of French Champagne corks (as opposed to fresh air) within my petrol tank now gives me perverse satisfaction – "Up yours Lads and Lasses!"



a spot of promotion

VISIBILITY



The large screen and windows, combined with the low seating position, give exceptional visibility. The driver sits close to and has always a clear view of the road, whilst the front wings are not hidden from sight, enabling him to steer with ease and accuracy.

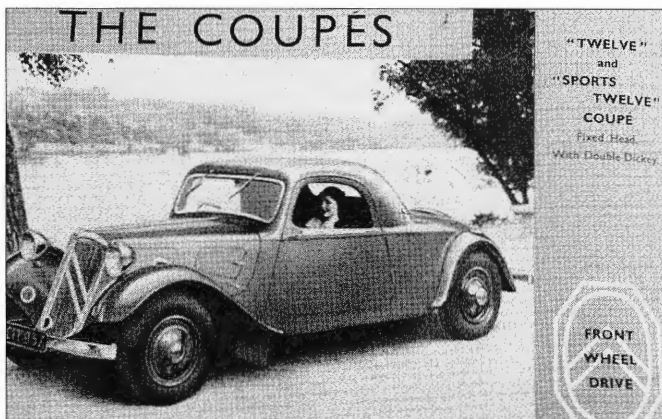
AERODYNAMIC LINES

In the Citroën "Twelve" a decisive step forward has been made in designing a body with an aerodynamic outline. Experience has shown that air eddies formed by the progress of the car offer the greatest resistance to its speed.

The "Monoshell" construction and Front Wheel Drive have enabled Citroën to produce a body having a perfect aerodynamic form, and what is of almost equal importance, a perfectly flat undershield, which reduces the total wind resistance considerably. The headroom and general roominess of the body are altogether exceptional.

above:
From the 1934
brochure,
explaining the
Traction's
'exceptional'
aerodynamics and
visibility.

right:
The Fixed Head
Coupé as
featured in the
1937 brochure



The Traction Avant enjoyed a fair amount of sales success over its twenty-year production run in the United Kingdom. The literature that supported these sales comprised some well designed, colourful and interesting brochures; these yield many fascinating details concerning the development of the Twelve, Light & Big Fifteen and the Six Cylinder models during their manufacture at Slough.

The earliest catalogue in English was produced in August, 1934, and was obviously developed before photographs of Slough models were available. The cover features a black & white photo of a 7A used in the first French brochures of April/May, 1934. In the English version of the brochure, the photographic image is reversed, as seen in the word 'Superconfort' on the tyres and the car's transformation to right hand drive. The front bumper also loses its number plate while the front wings gain sidelights – all retouched by an artist.

The famous boast, 'The Car which is two years in advance of current construction' features on the second page of the 1934 English brochure, and a good deal of space is taken up explaining the merits of front wheel drive. The centrefold is another French car, this time without sidelights! The photographs of a roadster and a fixed head coupé are again French, and are heavily touched-up. These photographs are simply reversed copies of those used in the French brochure, to make them appear rhd. The luggage boot, accessed via the rear seat, provided 'weather and thief-proof protection for the contents'. Special fitment suitcases were available as an extra. I wonder if any of these rare items have survived?

In a section headed 'Aerodynamic Lines' the reader is informed that 'experience has shown that air eddies formed by the progress of

In this, the second article on Citroën's sales and promotional literature, Michael Wood picks up the story in 1934, with the arrival of the front-wheel-drive Traction in the UK...



the car offer the greatest resistance to its speed' advanced thinking indeed! The choice of colours is not specified, but 'a number of attractive colour schemes are available'.

This delightful 22-page catalogue, featuring black & white photographs on light green backgrounds, has a distinctive thirties' feel, as has the 1935 brochure, this time in large format. It again features photos of French cars, this time with ladies posing with dogs, and a caption on the cover, *'Two Years Ahead!'*

Two years on and the August 1937 catalogue still sees the use of retouched photographs with scenic backgrounds, the cover featuring a Twelve in Regal Red. Inside we find the explanation that front wheel drive, *'pulls the car and thus eliminates 80% of the risk of skidding'*. I wonder how they worked that out? The Family Fifteen, the last remaining rear drive Citroën is detailed later in the same brochure. Colours available at this time were: Light Fawn, Regal Red, Imperial Blue, Mist Grey and Black. Additional colours available on the Fifteen only, were Deep Blue and Maroon.

A plain buff cover introduces us to the September 1938 catalogue, adorned with the name Citroën and a simple logo in blue. Inside for the first time are illustrations of the cars in their 'true-life' colours of Bottle Green, Regal Red, Deep Blue and Maroon. Another colour now available is Sand with beige leather interior. The Fixed Head Coupé is now excluded from the range. By now, the Traction was well established and the literature could report that the car's features *'have been exhaustively tried out by more than 150,000 Citroën front wheel drive cars. The motorist can, therefore, accept them with the full knowledge that every detail has reached a high stage of perfection and had been proved beyond a shadow of doubt!'* It is

above:
Cover of 1934 brochure, a much retouched French car

right:
1938 price list.
Price lists were always separate. This one dates from November, 1938


below:
1939 - illustration of the Traction Roadster

CITROËN	
Price List	
(Effective 14.8.38)	
"TWELVE"	
Four-Cylinder—12.8 h.p.	(Price £18.50)
POPULAR SALOON	£198
DE LUXE SALOON	£238
ROADSTER	£265
"LIGHT FIFTEEN"	
Four-Cylinder—15 h.p.	(Price £21.50)
POPULAR SALOON	£208
DE LUXE SALOON	£248
ROADSTER	£275
"BIG FIFTEEN"	
Four-Cylinder—15 h.p.	(Price £21.50)
SALOON	£278
SEVEN SEATER SALOON	£298

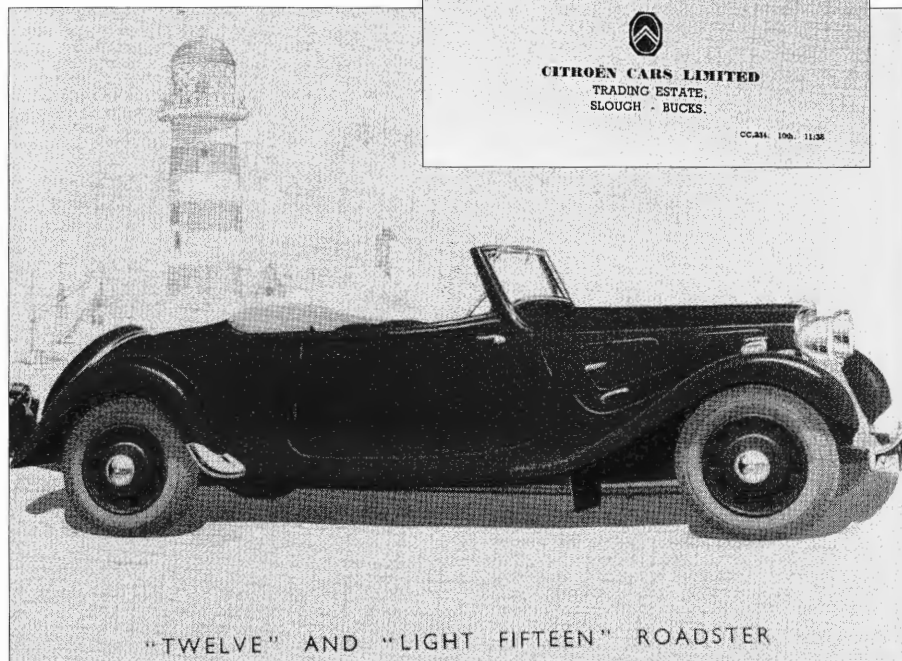
All models have—Front Wheel Drive, Torson bar springing, 'Mimobal' aerodynamic body, independent front wheel suspension, overhead valve engine with detachable wet cylinder barrels.

See full brochure and conditions of sale on application.

ALL prices are ex our Slough Works and are subject to change without notice—they do not apply outside Great Britain and Northern Ireland.


CITROËN CARS LIMITED
TRADING ESTATE,
SLOUGH - BUCKS.

CC.M. 106. 11.38

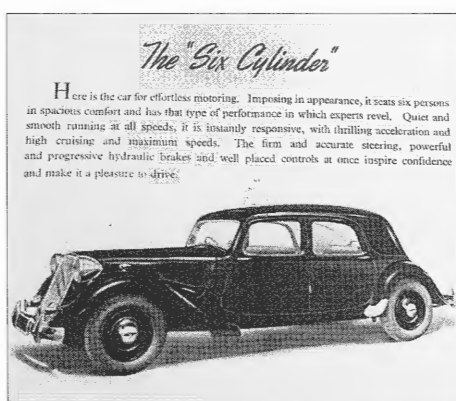
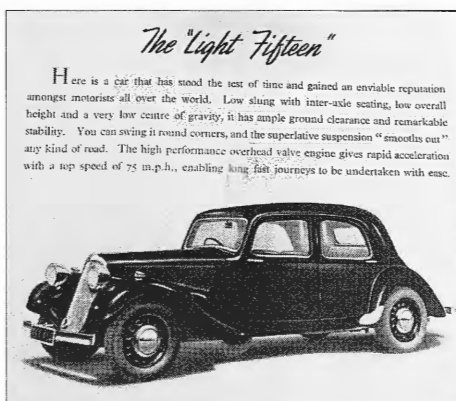


a spot of promotion



above:
Cover of 1949 brochure for
Light Fifteen and Six-cylinder models

below:
Inside the brochure



below:
centre spread of the 1949 Light Fifteen brochure



interesting to note that the 1938 catalogue offers a twelve month guarantee, whereas in the otherwise identical brochure of March, 1939, the guarantee is only for a period of six months!

The brochures of the post-war years are not as substantial as the pre-war ones, and they are generally flimsier. The brochure of circa 1948-49 (undated) features the Six-cylinder for the first time. This brochure is simple and inside reverts to black & white photographs. Now optional at extra charge are a factory-fitted sliding sunroof and a 'simple and efficient interior heater'. The colour choice for your Traction is now more restricted - Mist Green with fawn upholstery, Regal Red with red, Metallic Grey with red, and Black with either brown, red or fawn upholstery. This selection was to remain right through to the end of Traction production at Slough in 1955.

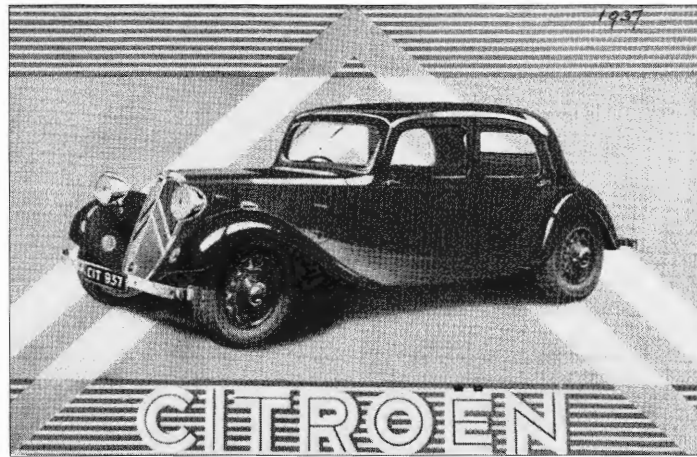
By the early 1950s, Citroën's catalogues had been reduced to fold-out single pages, albeit featuring full-colour photographs. The cover of the 1951 issue shows a Six-cylinder Traction in Regal Red driving down a country lane. Inside are many illustrations, but far less written detail. It is



simple and direct, as seen in this description of the Light Fifteen – ‘Easy to get in and out of; ample head, leg and elbow room; seats roomy and comfortable with a restful driving position. You are completely safe and at ease.’ A later brochure, circa 1954, features a Mist Green Six parked in front of a Tudor Mansion on the cover, and a Red Big Fifteen inside, all in colour, although of questionable quality.

From 1934 to 1955, all the sales literature mentioned here was printed by Alabaster, Passmore and Sons Ltd., of London and Maidstone. They serve to help tell the story of the development of the Traction, and to offer us the thought of what it may have been like to have bought one of these cars new – something I imagine few of the club members have actually experienced. My collection of Slough model catalogues is certainly not exhaustive; it would be interesting to hear about any other brochures or other promotional literature that members may have. If anyone has any for sale or exchange, please phone me on 01238 528221

Michael Wood ■



Brochure covers through the years

**top: 1937
middle: 1949
bottom: 1954**



The Charge



of the Light Fifteen Brigade

THE 1995 HEART OF ENGLAND TOUR

Being new TOC members this was our first Club Tour. With the long drive from Totnes, Devon to Oakham, Leicestershire, we set out at 1300 hours on the Friday in our fine 1956 Legere "Coco" (the ladies will know of the little black number!), with the fond hope of making it to the registration. 80 miles later on the M5 we shot a con-rod with terminal damage to the block and the RAC took us back to Devon. A quick change into our Citroen ZX, a high speed drive and we arrived at our B&B in Braunston just after midnight. We were not alone in that Terry Allen suffered major fuel supply problems and he too arrived sans Traction.

In the morning, we joined the Hi-Di-Hi campers at Ranksborough Hall, Langham in time to take advantage of the kind offer of Mike & Moira Holmes to travel with them in their splendidly smooth Light Fifteen. If that is what a Traction is supposed to sound like no wonder ours blew up!

From the moment we received our information pack, it was clear that this was to be no ordinary tour. Richard Hooley and Esther Asbury excelled themselves with a 1930s style Road Book & Tickets,

and local information leaflets, which would have done justice to a full scale marketing promotion. Not only that, but the morning and afternoon routes, timed stops and entertainments were programmed with admirable precision.

Richard even made the ultimate sacrifice and gave up his Traction in favour of some white monster from the land of the rising sun, but ensured that his real car took part in the safe hands of Len and Eileen Mills. He used his coupe to take short cuts in the route and miraculously appeared like some hobgoblin at the roadside taking pictures. He was, however, stretched to the limit because the tour moved much faster than even his schedule had allowed.

On the Saturday, we drove via Melton Mowbray, home of the Pork Pie and yes, Stilton Cheese, and the charming Rutland villages south of Oakham, stopping briefly at Eye Brook Reservoir to let Richard and

Esther catch up. We went through the ancient town of Uppingham and past the long 82 arch Seaton viaduct before stopping for a "Nell Gwynn's Chicken" lunch at The Old White Hart in Lyddington. Once fed we were instructed in the very French art of Petanque (Boules) which is so popular in that area that the pubs actually run leagues.

We skirted round Rutland Water in the afternoon, the largest man-made lake in England, and after another wonderful drive through the countryside and its old villages we returned to base to prepare for the great evening event. For those at Ranksborough Hall a 1949 Bristol Bus was provided by Yesteryear Motor Services to carry them to The Whipper Inn at Oakham, where a substantial meal of French Onion soup, Bouef Bourguignon was served with a jazz



above:
Ticket to
ride...
and eat!

left:
Isn't it a
good job
you can't
hear him!

right:
TOC's own
Commando
unit.

opposite:
The massed
ranks of the
Light Fifteen
Brigade.

The Charge of the Light Fifteen Brigade



Illustrations by John Martin

trio in support. An enormous raffle followed with a wide selection of prizes from our sponsors, most of which were won by Tim Walker and Family to their continued embarrassment. Stan Barker



proposed a well deserved vote of thanks to Richard and Esther. Back in the Bristol Bus and home to bed.

Sunday was a very special day to commemorate VE Day 1945 and most of us donned period costumes and bedecked the Tractions in assorted flags and banners. With Barrie "The Brick" and his two-toned air horn we terrorised the villages on this sunny Sunday morning. A long, high speed drive through spectacular countryside led us to the Edwardian Station of Rothley where we just caught the steam train to Loughborough. Steve Southgate and family joined us with John Griffiths, who stood guard over the Tractions, while we travelled up to the engine sheds at the end of the line, a pastime not to be recommended to ladies in 1940s outfits.

We then joined the "Silver Jubilee" train and enjoyed a superb Sunday Lunch in the First Class Dining Car, followed by high jinks from Barrie which included giving Angela McAuley a "lift" to the loo and engaging Pat DeFelice as a carriage cleaner. In the afternoon we continued on our travels taking in the Stonehurst Family Farm and Motor Museum at Mountsorrel and returning to Langham via the Wolds and the rim of the Vale of Belvoir. The evening was free and the campers indulged in a communal thrash which left more than a few the worse for wear, while the more

sophisticated B&Bs ate out. We joined the McAuley's for a meal in The George at Stamford following which I had the dubious pleasure of being driven back in Terence's cavernous Commerciale, while Sheila drove Angela and the kids in the quiet comfort of our ZX.

On Bank Holiday Monday, Richard and Esther had yet another splendid route for us, this time to the east of Oakham passing Rutland Water en-route for Grimsthorpe Castle where the Lord of the Manor made us very welcome with morning coffee and biscuits followed by a photo-call outside the great house. The convoy exceptional then swept westward across the busy A1, where the Police stopped the traffic even though we were behind schedule - Richard said they were informed!

We assembled east of Woolsthorpe-by-Belvoir, which was closed to traffic for the annual village fair, but we drove steadily through the crowds for lunch at The Chequers by the village cricket pitch. Bursting from yet another meal, Barrie Longdon made a presentation to Richard and Esther from all who took part in the Tour and, to round it off, they then gave us all a goody bag of local delicacies and a model Citroen H Van to remind us of this splendid weekend. Finally we moved on to Belvoir Castle, home of the Duke of Rutland where the cars were parked on the



clockwise, from top right:

The author in a spot of bother

Tractions on parade at Rothley station

Barry's barra comes in handy

Forties' glamour

Stan zooms in!

Fred Annells' coupé

"Mind me Sturmy Archers!"

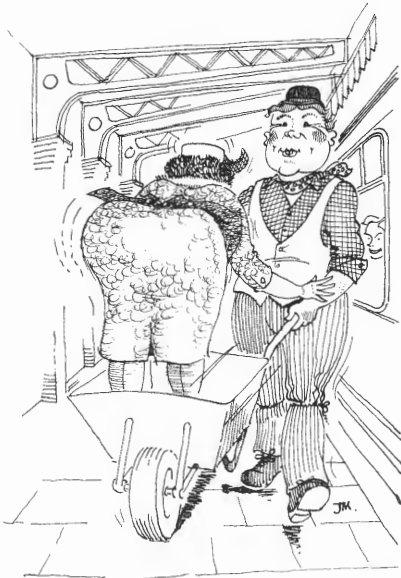


wide forecourt overlooking the Vale of Belvoir towards Lincoln. It was during a tour of the castle that, having passed through an exhibition of the memorabilia of the Charge of the Light Brigade, a man saw the Tractions through a window and exclaimed, "There's a Brigade of Citroëns", which inspired the title of this article. The final denouement for the weekend was to watch a re-enactment of the storming of the castle by the Roundheads.

What more can we say except to congratulate Richard and Esther on the most superbly organised and orchestrated Heart of England Tour, which is summed up by the following poetic contribution from the Gibson tribe:

*The Tour of Rutland was truly royal,
 Four in our Traction you really did spoil,
 From Langham to Lyddington
 we wined and we dined,
 With Cordon Bleu Cooking,
 any better you could not find,
 From bus to train,
 our full enjoyment did you maintain,
 With all the hard work,
 not once did you shirk.*

John & Sheila Martin ■

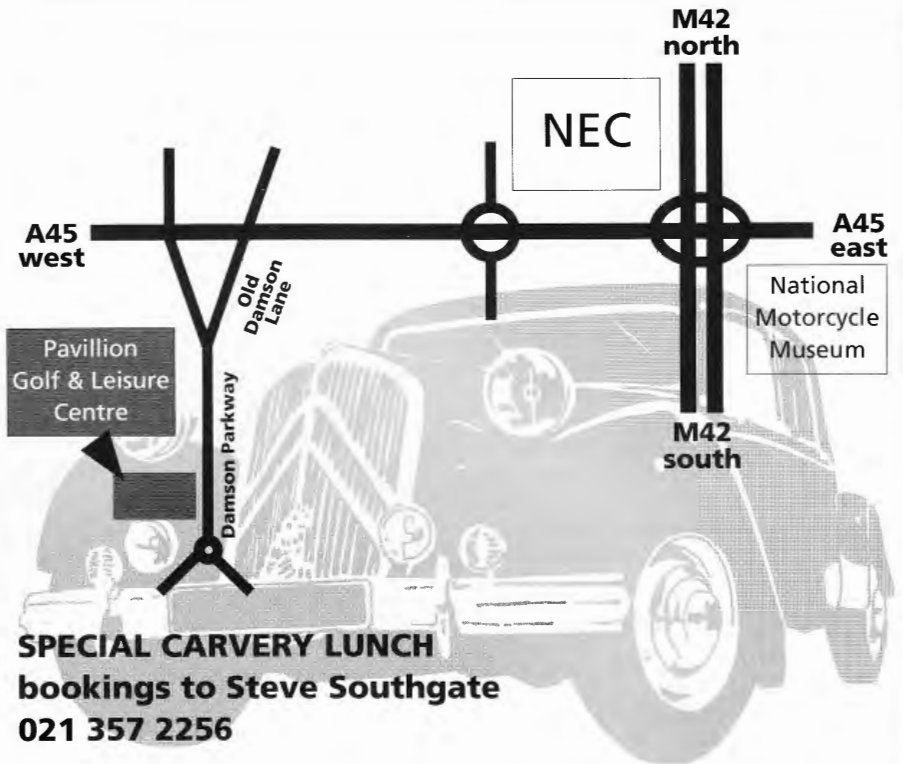


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toc AGM '95

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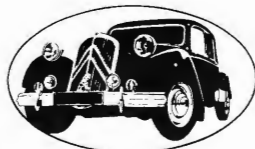
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National and International Events

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.

11/12 November National Classic Car Show NEC, Birmingham

The best national Classic Car Club Show and the TOC will be there – so come along and visit the club stand.
Ticket hotline: 0121 767 4767

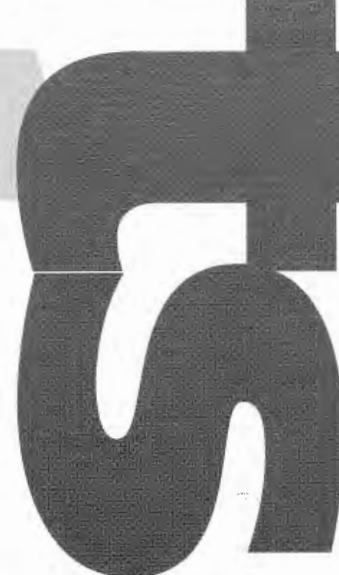
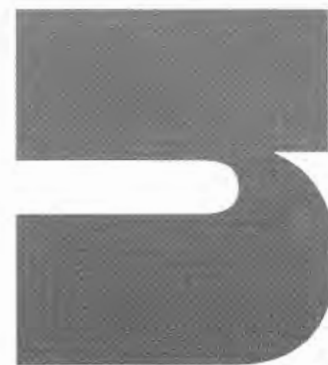
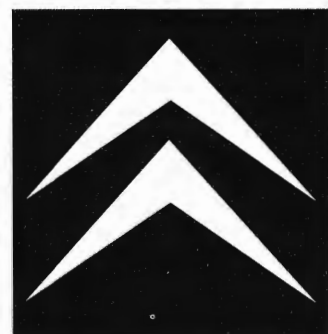
1996

24-26 May Anniversary Meeting Mollis aerodrome, Switzerland

The Swiss Citroën Traction Avant Club will celebrate its 20th anniversary with an international meeting for Citroëns from 1919 to 1957. An ideal venue surrounded by beautiful high mountains.
Contact: Christian Heussi, Badstr. 57, CH-8867 Niederurnen, Switzerland.
Tel/fax (41) 58 21 35 70.

1/2 June Rendezvous des Voitures Anciennes Nogent-le-Rotrou

Deep in Deapanoto country, the Citroën Club du Perche will be organising this event.
Contact: Didier Blin, address: B.P. 161 28401 Nogent le Rotrou, France.
Tel/fax 45.40.82.07 weekday evenings.



Letter from Essex

Okay, I admit it, I have now been a member for one year and not put pen to paper until now. However, as your stockpile of letters for FP is diminishing, here goes...!

Some chap called John Gillard put a display of Tractions in Spitalfields Market which my partner, Alison, espied and recognised as "the type of car you really like". A quick trip down to London confirmed that here stood a line of cars, one of which I could only ever dream of owning.

However, by now Alison was also rather taken by the idea of owning one and we got into a pro's and con's conversation that somehow convinced us that running a Traction was just as sensible as our then current car – a Citroën BX 16valve. A quick phone call confirmed that John Gillard couldn't do a part exchange, and there the tale nearly ended. However, we spotted a garage advertising a "1955 Citroën 11B Normale, in black. Good condition, 12 months MoT. Possible PX. Telephone to view." We viewed – and RSK 858 became our sole means of transport. The initial feelings of trepidation soon wore off as the car proved to be a reliable and much admired source of transport.

More often than not, we would return to the car to find a small group of people peering through the windows. We even melted the cold heart of a car park attendant at Iceland!

We felt slightly guilty whenever anyone asked us how long it took to restore her and had to admit we bought the car in its lovely condition, but were still delighted to receive the 'car of the day' award at the Battlesbridge Motorabilia Day in September last year.

The car is not concours and does not

pretend to be, but I always try to keep her clean which can be difficult in inclement weather. She has been out in all weathers and has been no problem except when the starter motor packed up, but even then the club spares can the rescue with Dennis Ryland sourcing and despatching a second-hand unit within 48 hours (well done and thanks Dennis!). This all proves that regular oil changes (every 1000 miles), greasing (every 500 miles) and general maintenance (nearly every weekend!) works wonders.

We went to some local car shows where we were the only Citroën present and then went to the Riverside Rally and got lost in the crowd – it was great!

In May of this year, I got promotion at work which included a company car, so Black Beauty (or Bete Noir – depending on circumstances) was popped into the garage for a well earned rest. She has repaid us for this respite by waiting until the London – Brighton Classic Car Run (11.6.95) and breaking down. Yes, we only managed to do London – Bentley Park, at which point the clutch expired and we had to come home on the back of an AA recovery vehicle.

Our car was first registered in France on 5th August, 1955 and we hope to be back on the road to celebrate her 40th birthday at the Galleywood Classic Car Show and, of course, at the Riverside Rally on the 6th August.

If any fellow Tractionistes are ever passing through Chelmsford and want to say "Hello" or "Help!" please feel free!

Happy motoring.

**Andrew, Alison and
Charlotte Watson**
22 Sixth Avenue
Chelmsford
Essex
tel: 01245 358210
mobile: 0860 306565

For Sale

Elderly gent approaching retirement, due to change of plans following recent exhausting Brittany Tour, and rapidly decreasing number of friends within the TOC, seeks to dispose of Traction and associated memorabilia.

SLOUGH BUILT LT 15 - This unique vehicle is reputed to use no fuel at all and loses no more than two pints of gearbox oil whenever it is A-framed to rallies. This has led to unfounded rumours that the vehicle may be clockwork and, like the majority of matters in which the owner involves himself, is a wind-up. The very presence of this man and his vehicle has been known to transform owners of would-be concours winning vehicles into jibbering imbeciles, and milliners into millionaires.

ALSO AVAILABLE - Small musical box, complete with low-loader, large quantity of gearbox oil, collection of funny hats and spectacles, chevron shaped coat hangers and old tin cans, (suitable for Traction wedding cars - string and wire included). Full list and prices on application, or would swap for a legible copy of "The Beano Book of Wizard Pranks and Jolly Japes" to replace own well worn copy, plus lifetime membership to the Mad Hatters Tea Party.

All enquiries quoting reference "Stand-in-Stan" and marked "Strictly Confidential", should be addressed to Mrs Brick who is personally overseeing this sale as a special surprise in gratitude for the charitable work he does with his organ. Time wasters only, may apply, any serious offer refused.

Joe Kerr
15 Slough Lane
Bluesville
Brickshire

Onwards and Upwards

For the second year running I was able to assault the 'Hill'. In front of a record crowd and in wonderful countryside with glorious weather, Prescott really has something extra! It was just a pity that the date clashed with John Gillard's 'do' in London as we may have seen more Tractions in attendance but there were three or four present at Prescott to represent the marque.

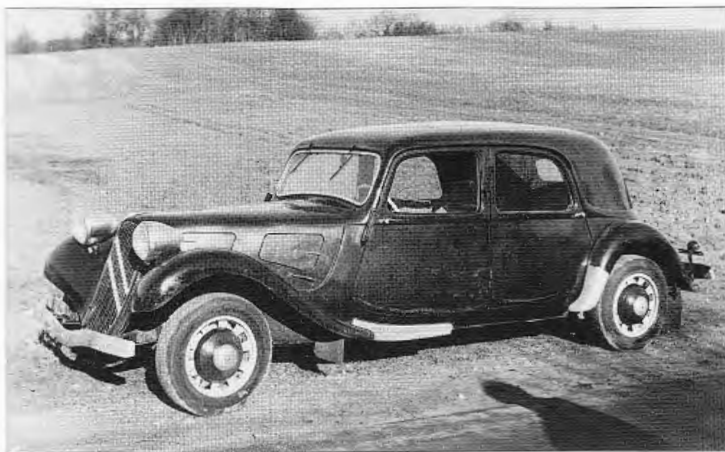
The enclosed photo shows Emily in full flight once again, putting up a best time of 60.81 seconds (handicap 60 secs) and behaving herself very well. The Traction really is a most forgiving car and under pressure the roadholding takes a lot of beating.

I hope there will be no complaints of Traction Cruelty this year as I try to treat her with the respect which all good ladies deserve!

David Boyd
Redditch
Worcestershire



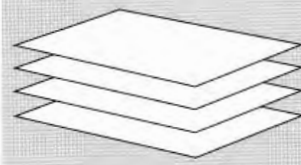
David Boyd and Emily on their way up the 'Hill'



Found in 1971 with only 64,000 kms on the speedo, this 1938 11B is now undergoing restoration after more than 20 years of daily use.

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**



Letter from Denmark

Sorry for not having answered the questions in the letter from your Chairman, Marcus Lasance about receiving the TOC's brilliant magazine "Floating Power", until now. I have had so much to do in the beginning of the summer at my work and among other things I had to switch the gearbox in my 1938 11B Traction Cabriolet so it is prepared to the 10th ICCCR in France in August. Also I misplaced your letter! Nevertheless - I have some summer holiday now and I think a letter is better than just filling in the standard form with the questions from the TOC.

To start I can tell you that I am the editor of our magazine "Traction Special" - newsletter for the Danish Traction Club "Traction Avant Danmark" - and have been in that position for more than five years. I was in club from the start in 1984 and have been a Traction driver since the early 70s. I enclose some pictures of my two Traction Normales.

My co-editor and founder of the club here in Denmark, is Jens Moller Nicolaisen. We make six issues of T.S. every year, February, April, June, August, October and December. Jens has just recently finished work on the book of the 9th ICCCR in Herning, Denmark 1992. The book, which will be published in three languages (Danish/ English and French), will be on sale in Clermont-Ferrand in August.

I cannot find out whether you receive "Traction Special" or if it comes to your club at all. If not, let me know and I will look after that you can have it. Assuming you do not know "Traction Special", I enclose some examples from the last year. I can imagine that you will have some problems with the language and so I made some small notes on yellow labels to tell you about the contents. If you have special interest in any of the articles I think that we will be able to make some summaries in English and can send you pictures that can be reproduced in "Floating Power".

Traction Avant Danmark is not a very old club and we have recently celebrated our 10 years anniversary. It is also a rather small club with only 140 members - so in fact it is difficult for us to give out our "own magazine". But there is a lot of substance on the Traction history here in

Denmark since the car was very popular before and after the war and because a lot of Traction Normales were in daily use a good part of the 1970s. So from the very beginning of TAD in 1984 we joined some other Citroen clubs - Citronisterne in Denmark which is a club for Citroen 2CV, AMI, GS, CX, the Norwegian 2 CV club, The Norwegian DS/ID club - in publishing "Attraction". We call our part "Traction Special". We are very pleased with the collaboration between the four clubs and I know that all of our members benefit from it. Since 1984 we have made about 80 issues of "Traction Special" and "Attraction" has now reached no. 200.

As a memento I enclose a list of the cars in TAD, which will give you an impression of the Danish club. You can use figures from the list in your magazine if you want and in fact you could give an example to your Chairman, Marcus Lasance who since 1992 seeks information on the subject of Traction Normales in England and other countries. As a curiosity we have more than twenty two-door Traction Normales in Scandinavia (cabriolets, coupes and several special BL 11 Traction Vans built at Citroen in Copenhagen from '49 to '52). I can give more information if it has interest.

Since the beginning of 1993 I have received "Floating Power" and I must say that we are very impressed with the articles and the layout. When I have read Floating Power it will circulate among the members of the Standing Committee and at last it will end in our library. We also receive Traction magazines from Germany and from Holland - but "Floating Power" is definitely one of the best - and easy for us to understand.

Since I haven't answered until now, we have not received the "Floating Power" since April - so please put us on the list again and send the issue from June.

I will try to find you or some other people from TOC in Clermont Ferrand in order to insure contact between our clubs.

**Peter Juel Jeppesen
Strandgade 10 B - 3
1401 Kobenhavn K.**

Kind words indeed! Thanks, Peter, for writing to us. Hopefully you will meet some TOC members at Clermont. In the mean time, let's keep up the contact.



HELPLINE

01425 674476
(24hr answerphone/fax)

When phoning please give:

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

Joining the 2CVs at Longleat...



the banana run

a weekend with a bunch of twin-pots

It was Rob Bellinger's invitation to the TOC to join the Deux Chevaux Charity Safari to commemorate VE weekend that resulted in 12 tractions joining over 500 2CVs in a splendid weekend rally over the VE bank holiday weekend back in early May. Sponsored by Fyffes – this was 'The Banana Run'!

In the hope of meeting Traction friends and to indulge in a weekend of posing, this time with flags, that Nadine and I joined the rally on the Sunday morning in central Salisbury. Celebrations were just getting under way as we arrived with a hot air balloon and fancy dress for people and vehicles alike.

The first convoy drive was to Longleat House – about 25 miles away. The Tractions, grouped together, but surrounded by 2CVs, made a fine sight as we swept through the parkland and up to Longleat House. The grounds provided an excellent venue for lunch and a fleeting chance to visit some of the attractions. Lionel Blair judged the decorated vehicles together with the period and fancy dress. Peter Simper's car won the Traction section.

The afternoon convoy drive was to Cheddar. Much of the route was through gently rolling countryside but the approach to Cheddar and the campsite was through the spectacular Cheddar Gorge no hooting here for safety reasons!

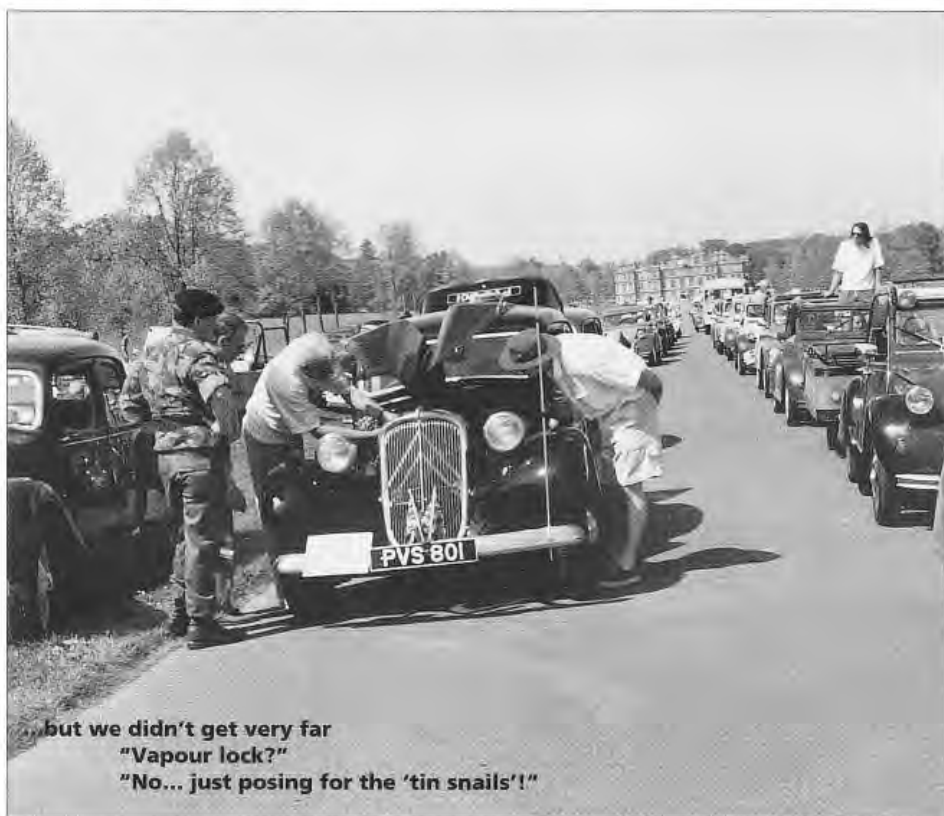
As you might expect, campsite activities consisted of a mixture of barbecues, autojumble and socialising – which for some continued until the early hours of Monday morning.

The organised event for the Monday was a visit to the famous Wookey Hole.

The fine spring weather together with the excellent organisational skills of Rob Bellinger contributed to a very enjoyable weekend. Although outnumbered by about twenty to one, I think our 12 Tractions together with their passengers contributed to a highly successful weekend.

Frank Bell ■

Campsite socialising



...but we didn't get very far
"Vapour lock?"
"No... just posing for the 'tin snails'!"



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CARS FOR SALE

For Sale

1950 Paris built small boot Legere in Black. Purchased in France four years ago. New tyres and reconditioned engine, bodywork good, interior needs tidying. Still on French plates but all documentation for UK registration included. It was driven back from France (600 miles) with no problems, but I haven't had time to register or use it since! Would make an excellent project for easy restoration. £3750.

1950 Paris built small boot Normale, white. Good condition, restored in France about seven years ago. Many new mechanical parts fitted (still running in). Needs detail tidying but otherwise a sound car. Still on original French plates, but all documents included. Not used for three years, so needs minor work prior to road use – another project I haven't had time for!

Hugh Topping
01223 565862 (Cambridge)

For Sale

'Basket Case'
1956 Legere – has been standing for a few years, needs 'TLC' to restore. Floor good, sills need some welding but not too bad. The bad news is no engine, no gearbox and no paperwork! May break if enough enquiries £1000 ono Fred Annells 01483 579350 (son's garage)

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

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For further information contact Steve Southgate
021 357 2256 (evening)
0902 495 758 (office hours)

For Sale

1954 Paris built 11B – in good condition and good working order (new exhaust needed). Professionally serviced. MoT. £6500 ono.
Richard Frost 01306 730923

For Sale

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

For Sale

1953 Slough big boot Lt 15 Dry stored for the last 20 years. A good base for a restoration project. Offers in the region of £2000.
Roy Forward
Tel: 01934 852344 (Bristol)

For Sale



Light 15, 1953 Slough-built big boot. Concours Winner. Colour white, red interior. This vehicle has been dry stored for 21 years prior to being subjected to a 6 year total restoration project. 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

1956 Paris built Normale 11B LHD. Original interior, excellent original bodywork, good paint & chrome. Many new mechanical parts. MoT to May '96. Drives really well, star of several wedding films in its Black/cream livery! £5900
Contact John on 01535 665058 (evenings)

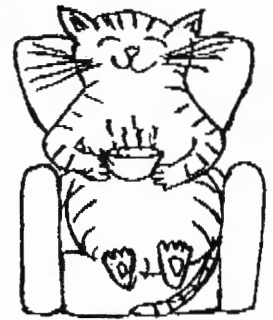
For Sale

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

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 waxoiled. 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
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Rear engine mount
£10 each (exchange)
Side engine mount pads
£1.60 each + 50p sae
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£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

Wanted

for Paris built 1955 11BL with 11D engine:
Oil filler cap
Dashboard gearlever surround
Starting handle
French handbook/brochures
Robert Johnson
Tel: 01234 376420 (Bedford)

Wanted

for Light 15
Easy clean wheel
Exhaust manifold
Hub & bearing puller
offside cv joint and shaft
Julian Taylor
01278 691152 (Somerset)

Wanted

for 1950 (1951 model) Slough built Light 15:
an interior rear view mirror to be mounted on he rail at the base of the windscreen.
Robin Barr 0181 519 1856

Wanted

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

Wanted

for Slough Light 15 – bare cylinder head and one Slough wheel, plain or easiclean
Paul Widdup
01548 830785 (South Devon)

Wanted

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

DON'T FORGET

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

OTHER

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 on 01252 795182 for details.

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
010 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
010 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 672311

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

