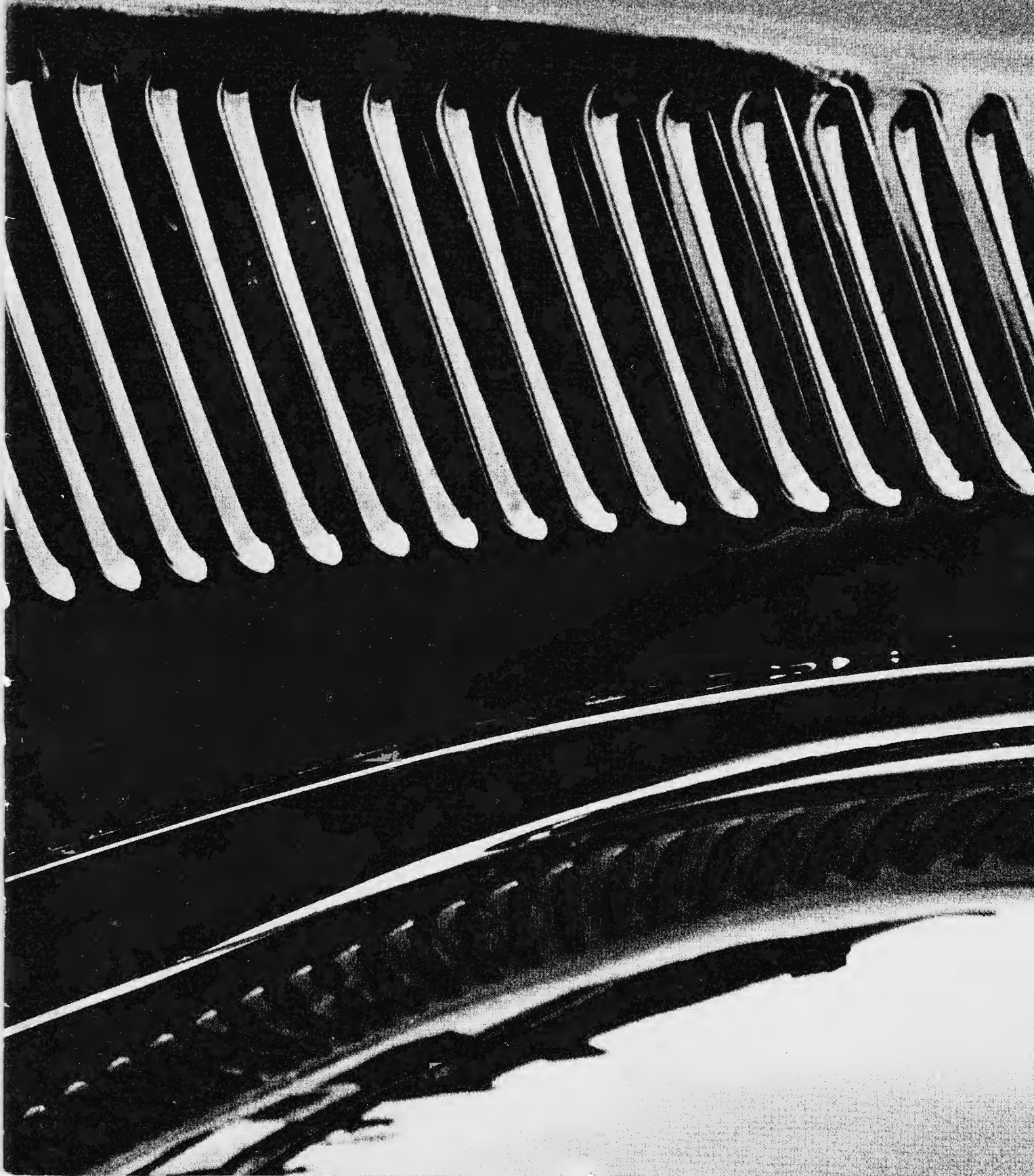


Floating power

january 1997



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* Club Tools are available in these areas

For details of area meetings,
please contact your local organiser

cover picture
by Kenny Cocker



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As it is impractical for us to verify the accuracy of information and advice given in this magazine, neither the Traction Owners' Club nor officers and members thereof selecting or contributing any material, accept any liability for any error, omission or inaccuracy therein.

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Farewell and thanks for everyone's support over the years. I hope that you've enjoyed receiving Floating Power during my stewardship and that it will remain a leading light in the classic car world. I have always tried to provide what members say they want to see – some prefer a technical bias, others look for rally or archive features – and have endeavoured to keep a sensible balance in your magazine. The old adage of 'never pleasing all of the people all of the time' certainly rings true with FP. *Good luck to the new editing team!* But hopefully I'm not going far – in order to maintain continuity I have offered to continue the design and make-up of *Floating Power*.

Long live the Traction!

John Starke

PS See pages 10/11 for the big debate!



photo: Classic Cars

main TOC stand at the NEC
inset: new member Mario Monteiro
discusses chevron-shaped
topics with Stan Barker



in BRIEF

Six of the Best

Watch out for the March issue of *Classic & Sportscar* (on sale Feb 6) which will include a feature on six-cylinder Tractions.

Traction story

Part Two of Malcolm Bobbitt's *Traction Avant Story* will be in the March issue of *The Automobile* magazine. *The Automobile* can be contacted on 01932 864212.

ICCCR dates

The 11th ICCCR will take place at the 'Domaine Provincial de Chevetogne' between Dinant and Marche in Belgium on 21, 22 and 23 August 1998.

Retromobile

Visit Retromobile, Europe's best known classic car show in Paris from 7-16 February for just £28.50. Price includes ferry, coach and show ticket. Call Neil Engert Special Tours Ltd on 01923 821342.

Spotted

For sale recently: A 1927 rhd Slough-built Citroën 12/24 Coupé. Original registration, MoT, taxed, very correct, in black with maroon wheels. £7,500 ono. Telephone: 01326 318168

SHOW STOPPERS

A LIGHT FIFTEEN and Onze Légère, both 1953 cars, together with a rare 1936 Seven assembled at the NEC in November for the National Classic Motor Show.

The onset of winter weather over the weekend did not deter the visitors with good attendance on both Saturday and Sunday. The absence of both the 2CV GB and Citroen Car Clubs left the TOC to "fly the flag" alone. Old, new and prospective members as well as many other classic enthusiasts were welcomed to the club stand. Among them Mario Monteiro, the proud owner of an ex-South African "Six", travelled from Sintra, Portugal to hand his membership application personally to Club President Stan Barker.

Highlight of the British Motor Heritage display was a total rebuild of an MGB using a heritage body-shell. Equally fascinating was the live demonstration by Traction owners of fuel pump priming, prior to the journey home!

The next club appearance at the NEC will be at the Classic & Sportscar show in May; any offers of help will, no doubt, be appreciated by Stan and the other NEC regulars.

Graham Jones

Citropolis

A NEW CITROËN MAGAZINE from Fabian Sabates is available to enthusiasts of the marque. Following the untimely demise of the Citroën-Revue, Fabian was still determined to provide a quality magazine for real enthusiasts – the result is "Citropolis" which will be published in French and English. It will cover Citroën's old and new, with information on restoration, history, publicity, catalogues, clubs, books etc... in fact everything concerning the marque we love so much.

You can subscribe to either the French or English versions (or both) by contacting Citropolis direct: Citropolis, BP22, 77650 Longueville, France; or alternatively, David Conway has arranged a bulk purchase of each issue for sale to members on a per issue basis: cost £4 plus p&p. Telephone 0118 9783533 for information.

belt up

A Coroner has warned vintage and classic car owners to fit seat belts to their vehicles (even though not required by law) after the deaths of three people in a recent crash. The occupants of an old Bentley died when it was hit by an out-of-control Porsche. The front seat passenger was killed when she was thrown against the dashboard as she wasn't wearing belts – they were not fitted in the car. The Coroner said: "Fitting seat belts can greatly reduce injury, and in this case could have saved a life."

TOC strongly recommend the fitting of seat belts to all cars – a necessary concession to modern traffic conditions.

classic clinic

STARTING in March, *The Automobile* magazine will be holding a series of clinics at which you can learn more about maintaining your classic cars. The first clinic will be held at Colchester Institute, in Essex, on March 24/25th.

Participants will be invited to work on their own cars under expert supervision in the Institute's superbly equipped workshops. The cost of the two-day practical is just £75.

Accommodation can be arranged if required. Places are limited on a first come, first served basis.

Telephone Roger Banks at *The Automobile* on 01932 864212 if you are interested.

all change

AS you may have gathered from the editorial, it's all change for your favourite Traction magazine. Taking over the editing of Floating Power from next issue are Glen Robb and Jonathan Howard, so please send articles, correspondence etc to them at the following address:

Rayford Cottage

The Turnpike

Middle Barton

Oxfordshire

OX7 7DD

Tel: 01869 347513

Fax: 01869 340957



HELPLINE
01425 674476

(24hr answerphone)

When phoning please give:

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

don't forget

AS well as the club spares and shop, the TOC provides a number of services for members including:

- *technical support;*
- *reprints of technical articles;*
- *workshop manual hire;*
- *special tool hire;*
- *associate membership of the RAC.*

For details of these offers and any other query regarding the Traction ownership, phone the club helpline on 01425 674476.

V8 project

IMAGINE the legendary 8-cylinder Traction in production again! A bold new French project aims to reconstruct all the cars exhibited at the 1934 Paris Salon, including the famous '22' and its V8 engine.

When André Citroën unveiled the Traction in 1934 it created a sensation – no chassis, front-wheel drive, overhead valves, independent suspension – the future of the modern car was there for all to see. But it was the red 22 Cabriolet which really captured the imagination of onlookers. Sadly, economic problems forced Citroën to abandon this luxurious model before it went into full production, and only about twenty cars were ever built – all have since disappeared.

The '22' remains an enigma – potentially a high point of automotive design and a symbol of French industrial heritage.

The V8 Project team are looking for every document, photograph or even surviving parts. Please help us realise this dream by contacting the TOC helpline in the first instance if you have something of interest.

The estimated cost of the 4-car project is £250,000, and sponsors are eagerly invited.

Han Schook

La Combe

26150, Ponet

France

section SCENE

Tour of Cumbria

Arrangements are now well in hand for what, it is anticipated, will be an enjoyable long weekend amongst some of the finest scenery in the British Isles. The campsite, which has full facilities, has been booked and a committee has established the following itinerary:

Friday 23 May

Arrive in Cumbria, set up camp etc. In the evening TOC members will no doubt take over a local hostelry where bar meals will be served.

Saturday 24 May

Morning: Wake up to the fresh Cumbrian air, the call of the cockerels echoing through the mountains and the aroma of contented lakeland cattle. Tour of Cockerthwaite: Visit the award-winning Cumberland Toy and Model Museum (lots of trains to play with!) situated on three floors in a rustic building at the back of the Market Square; a short walk through to the brewery will find Aspects of Motoring which, housed on two floors of the old maltings, is quite unlike any other motor museum. Take a tour of Jennings Brewery (one of the finest real ales around) or experience Wordsworth's House, the birthplace of the poet. For those wanting sea air, a short trip (6 miles) to Maryport will find a newly-opened Aquaria.

Afternoon: Tour of Keswick: Sample a voyage around Derwentwater, the Queen of the Lakes; step back into history with a visit to Threlkeld slate mine and museum or see how pencils are made at the Keswick Pencil Museum. For the more adventurous, a drive deep into Borrowdale, following the Lake's shoreline, and returning via Mansty and Grange is recommended, as long as you like sharp bends, steep hills and breathtaking views (provided there is no low cloud!).

Evening: Entertainment in Cumbrian style at a popular 'local'.

Sunday 25 May

The sheep, cows and cockerels all have a lie-in. Leave at 10.30 for a tour of the lakes and mountains; areas to be visited are Patterdale, Ullswater, Kirkstone Pass, Ambleside and Bowness before taking a route back to base. Lunch stop en route.

Evening: More Cumbrian fare, ale and entertainment.

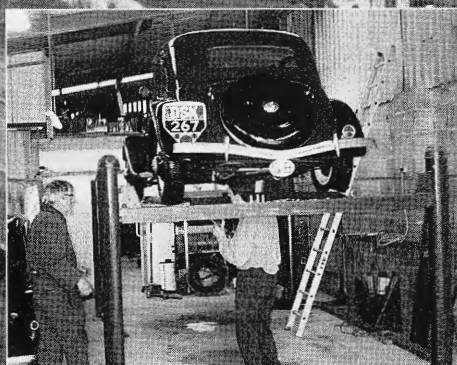
Monday 26 May

It's market day so the animals are up early. Tractionistes can sleep-in if they wish (allowing for the baying of sheep, clucking of hens and mooing of cows, not to mention the squeaking of excited piglets and the roaring of rampant bulls). Pack up, fire up the Tractions and farewell Cumbria.

Members who have already sent me a large pre-paid envelope will be receiving all the necessary accommodation details shortly; those members wishing to book, should post me a large sae as soon as possible.

Malcolm Bobbitt, Javel, 4 Holmewood Paddock,
Lamplugh Road, Cockerthwaite, Cumbria CA13 0DN
Tel. 01900 825581

just like clockwork



Exhausting times

DSK 267 was purchased in October, 1995, the initial attraction of the car being that she was a 1952 (small boot) French built car with right hand drive. What was less appealing was the colour scheme of black and metallic pink with a red and black striped interior and red roof lining!

The car was driven from Canterbury to its new home in Walsall as anonymously as possible (i.e. on secondary roads and largely in darkness) and during that journey seemed to perform very well. Certainly the new owner, not known for his mechanical skills, felt confident enough to enter the car for the rally at Mollis. First, however, something had to be done about the paintwork and interior, and finally the car given a comprehensive mechanical check over prior to departure.

The Citroën did not stir again until it went to the garage for re-painting during early December. Those of us who don't have the time or the ability to work on our own cars might seem to be unreasonably optimistic but the process of re-painting and re-trimming was not completed until the end of April with the added frustration of parts removed from the car during its preparation having been lost.

In May it was discovered that the car wouldn't move at all. The clutch was full of rust, the rear brakes were stuck on, the lights didn't work any more and there were no windscreen wipers. Surely these were omens which it would be ill-advised to ignore; perhaps the trip should be cancelled. By now the schedule was very tight and the car was not due back home until the evening of 21st May, with the ferry from Portsmouth booked the following night.

This short delivery journey, was not a success. A front wheel was nearly lost, due to there no longer being a full complement of correct wheel nuts, and the silencer was found to have a hole in it.

Prior to departure it had been intended to have the car checked over by Steve Southgate but there was not time for this. At the last minute Steve provided some helpful advice which, rather worryingly, largely concerned the RAC European Reflex/Recovery facility. He also passed on an important message to take 1,000 tea bags for "Walter with the green roadster".

The journey south was punctuated by a visit to Dennis Ryland who, within minutes, replaced the rotten silencer and tailpipe with a shiny new unit, following which some other disturbing noises which had been developing in the background, became more audible. The ferry terminal was reached, but boarding of the Citroen was delayed because the lights had decided to stop working. Wires were jiggled, lights thumped and some rather uncomplimentary language was used by the driver, and eventually power was returned to all but one of the lights which, thenceforth, only opted to work intermittently.

The initial part of the route through France via Rouen, Beauvais and Reims is fairly boring, but after 580 Km overnight accommodation was found in the attractive town of Chaumont.

The next day was warm and sunny and the Citroen was in its element driving along the almost deserted roads leading to Switzerland. Following an attack of conscience, an hour was spent in a roadside car wash with the car emerging in all its gleaming glory and looking its best (even if it didn't quite sound it).



Last year a number of TOC members toured Robin Hood territory on the "Heart of England" tour.

However, one member took his car rather further afield – to the land of William Tell to attend an event at Mollis Aerodrome in Switzerland.

This is John Aspinall's story of the difficulties overcome in the preparation and execution of that journey.

High-rise backdrop

A combination of steep hills and heavy bank holiday traffic in Switzerland resulted in both car and driver becoming somewhat hot and bothered and on occasions the following vehicles became obscured by blue smoke. By the time Mollis was reached (1,330 Km from home) some 4 litres of oil had been consumed. A pleasant hotel alongside Lake Klontel had been selected from the accommodation list provided by the organisers but DSK 267 was the only Citroen there. This was probably due to the fact that although only 10 Km from the rally site, the road leading to Lake Klontal was relentlessly uphill, requiring 1st gear on some sections.

Despite rather poor weather during the weekend, it was heartening to see a good turn out of Citroëns and other special coachbuilt classic cars. DSK 267 was well received, (as were the tea bags whose quantity had been limited to 500 for fear of a practical joke) and ultimately won awards for the furthest distance travelled, and for the first vehicle to be registered on the rally.

Back home the Citroën shares a garage with a pre-war Fiat 508 which requires total restoration. Parts for old Fiats are much more difficult to come by than those for Citroën Tractions, but Switzerland is one place where they can be obtained. The return journey was planned accordingly and before leaving Switzerland the back of the Citroën was filled with Fiat parts.

The car was not getting any quieter and in addition a mis-fire had developed, but having come so far a greater confidence existed that the car would return home on its own wheels.

A route was planned to take in the "Rendezvous des Voitures Anciennes" at Nogent-le Rotrou during the weekend of 1st/2nd

June. The following information is for fellow TOC members only! The road from Langres to Auxerre has all the elements to ensure that driving it in a Citroën Traction is, in itself, almost sufficient justification for owning one of these cars.

In passing, for those of you who care to spend the night filled with the sounds of police sirens, fire alarms and the telephone ringing, all courtesy of the Hotel Parrot, the writer can recommend a very suitable hotel in Chateauneuf sur Loire.

The rally at Nogent le Rotrou had a lively atmosphere and proved to be a good source of spare parts and unusual accessories, some of which were purchased and packed in tightly on top of the Fiat parts previously acquired.

Monday, 3rd June and it was time to head for home - and it was raining again, heavily! Most traction drivers will be familiar with leaking scuttle vents and leaking windscreens but have many of you had experience of windscreen wipers which will not switch off once the motor is hot. If so, perhaps someone can provide a better solution than leaning out of the window and grabbing hold of the wiper arm in order to stop it!

Finally reached home concluding a journey of 2,678 Km having used 9 litres of oil, no water and achieved nearly 30 m.p.g. Some days later Steve Southgate drove the car and reckoned that it would be capable of doing the journey all over again. Well, maybe, but the driver needs a longer recovery period, and anyway, how much oil would be needed next time?

green horizons

Now in its fourth year, the Annual Irish Citroën Rally is a celebration of all things emerald – including metallic green Citroëns. Michael Wood enjoys the cars and the camaraderie.



Looking out over Lower Lough Erne

Mr Frank Gallagher is not the sort of man who takes no for an answer. So when he plans a rally – no, rather, when he organises the 4th Annual All-Irish Citroën Rally, a large turnout is guaranteed. And so it proved; it is encouraging to see that this event goes from strength to strength. Even though a few regulars couldn't make it due to other commitments, numbers were up on last year. At one stage a few English visitors were anticipated, but possibly because of circumstances in the

Province in July, their presence did not materialise. It is a great shame that media coverage of the political situation in Northern Ireland tends to limit the amount of visitors from across the water. Certainly, as we saw on this rally, the countryside is beautiful, and the atmosphere peaceful and harmonious for the vast majority of the time.

Perhaps I'm being hypocritical; at one stage we were planning for at least four Tractions to attend the annual TOC rally in Snowdonia. In the end we all

planned ongoing holidays in England and France, so we ended up attending the rally – but without the right mode of transport!

Lower Lough Erne, to the north of Enniskillen in Co. Fermanagh, is a famous scenic beauty spot, and proved to be ideal for the rally. We all met at a Citroën dealer's premises in Enniskillen, M&S Motors, for morning coffee, the majority of us having travelled for two to three hours to get there. As well as seven Tractions and eight DSs, there was also one 2CV,



Line-up of Citroëns at Castle Coole

(courtesy National Trust)

two BXs and a pretty H van in attendance. Even a pre-war Triumph and an Austin Metropolitan turned up to see us off!

First of all we embarked on a circuit of the town, with the gendarmerie stopping the traffic to let us through at every junction! From Enniskillen, we drove north to Lough Navar Forest, where a picturesque seven mile drive through the forest brought us to a spectacular viewpoint above Lower Lough Erne. The cars parked on the cliff edge, and we enjoyed fine weather and a clear view, extending over fifty miles. From there we moved to Belleek, home of the famous pottery of the same name. Some of us took the opportunity to tour the factory over lunchtime, before we moved on to Castle Archdale Country Park on the eastern side of the lough. At this point the convoy that we had maintained thus far broke up in the traffic, and in the park we ended up in at least four different car parks. Eventually we all reconvened at the marina.

Driving back to Enniskillen, a potentially nasty accident occurred when the passenger of the H-van attempted to shut her door which was not fully closed. At thirty miles per hour, the suicide door swung open violently,

throwing her out into the middle of the road. Luckily we were back in convoy again and the car behind managed to stop in time. Her injuries were not severe, but she did need to go to hospital to get stitches in a leg wound. Be warned – suicide doors can be lethal, and there are good reasons why they have not appeared on any production vehicles for over thirty years!

Further on, we encountered the traffic from Enniskillen Air Show, which put us further behind schedule. Our final photo stop was back in Enniskillen, at Castle Coole, a beautiful 18th Century house belonging to the National Trust. In the evening sun, the line-up of cars, both DSs and Tractions, behind the house was a glorious sight, drawing large crowds.

The venue for the evening meal and the prizegiving was Franco's Pizzeria, where we enjoyed a very nice meal. For the third year running, Dave Davies was runner-up for the Best Traction with his Light 15. Runner-up for Best DS was Eric Cloughley's stylish 1962 ID19, and the cup for the Best Car was awarded to Frank Bergin's stunning 1967 DS19 Pallas, making its first appearance after a painstaking restoration. Again we must thank

Gallic Distributors for their continued sponsorship. Thanks also to M&S Motors, and the National Trust for allowing us to take photographs at Castle Coole.

So ended another successful Irish Rally. Many thanks are due to Frank Gallagher for all his limitless energy and organisational skills. Next year's rally is to take place in the Dublin area. The date has to be confirmed, but it will be around the end of August. Dublin is under two hours away by ferry from North Wales, so make a note in your diaries! Everyone is assured of a warm welcome – see you there!

Tail-end discussions at Lough Navar Forest



the big debate

The invitation by Chairman Marcus Lasance to send in your comments and suggestions on the future of *Floating Power* got an enormous response. 177 members have now returned their ballot slip, 150 for and 27 against. The following is a selection of your comments.

In favour of the proposals

"The magazine is excellent and the most effective means of attracting interest from those outside the club (including potential new members). I believe it is a major reason why the TOC achieves a high membership for what is effectively a single-make, single-model club."
(M. Newborough)

"The club magazine is the one thing that keeps the club together. A lot of members do not join in rallies etc. very often – if at all, and the mag is the one thing they look forward to." (A. Hill)

"It would be very short-sighted to compromise the quality of Floating Power. It is well known outside the club and is an excellent advertisement."
(Simon Saint)

"...it would be foolish to say the least to jeopardise the high standards he has set." (David Boyd)

"The club must retain its professional standards, even if this is at a premium. Club fees are a drop in the ocean compared with what I get charged for the maintenance of my car!" (Steve Pegrum)

"You have our full support! Now, as Spare Parts Officer for Citroën Classic Owners Club of Australia may I suggest that the problems we have in securing parts from the TOC is the next major problem to be addressed. i.e. great spares list, pity we can't get the parts!" (Mel Carey, Australia)

"The magazine is a lesson to all other clubs..."
(John Braithwaite)

"I never understood how you managed to publish a high quality magazine at so low costs!"
(A.P. Lengton, Holland)

"We have received a professionally produced magazine for some time, it's probably about time we paid for it!"
(Mike Killingsworth, Australia)

"Thanks for your positive and helpful comments about a difficult decision. We personally feel £26 is too low and that the club should provide quality services and fund itself accordingly."
(Eric Pennington)

"...I do think that the quality of Floating Power must never be allowed to deteriorate."
(Dave Shepherd)

"If members manufacture parts for our cars, they expect to be paid, so why should the Editor work away for hours and hours for nothing? If we want a professional club we are going to have to pay professional people. The days of keen amateurs are long gone. Let's do the job right!"
(Tony Hillyard)

"As a photographer I enjoy and admire the standard of Floating Power. I would urge you not to change the style or format of your magazine in any way."
(Andrew Bell)

"I have no problem with the idea

of this increase. The TOC is good value for money." (Philip Wild)

"We have already a classy, stylish and professional magazine which also retains the air of a small and friendly club. To keep that for £6 a year seems good value to me."
(The Revd. Michael Johnson)

"We should not expect someone to do more than a minimum amount of voluntary work at their own expense. If the subs need to be increased in order to maintain the present top quality of what is after all a rather unique magazine, then so be it. The car is the star in empathy with the magazine."
(Dave Stockwell)

"One of the main attractions of the TOC is Floating Power."
(Dante Manzi)

"We must not let the outstanding quality of the magazine come under threat."
(Guy Warren)

"An excellent well-presented magazine. Why spoil a good thing?"
(Mark Lilly)

"When I recently became a TOC member, I was immediately impressed with the magazine. A little care (and more cost) is critical in my opinion – it outwardly demonstrates efficiency/strong organisation – in any organisation's advertising/publishing material. So don't go downmarket – Tractions deserve the best!"
(R.C. Jones)

Against the proposals

"The production of a high quality award-winning magazine is not the prime purpose of the club. That our small club can employ paid officers is a delusion of grandeur."
(Howard Sherman)

"I am afraid that paying the Editor would set a dangerous precedent. If necessary I would prefer a regular typed sheet and a glossy magazine less often."
(Steve Hawes)

"I believe it would be a retrograde step to depart from our wholly amateur status..."
(Alec Bilney)

"I feel it will be the beginning of the end of the TOC as we know it." (Derek Fisher)

"I would prefer to see a drop in quality of magazine. The point of the club as I see it, is to keep Tractions on the road, therefore I suggest Dennis Ryland be paid for all his efforts. You can't run a Citroën on paper!"
(Stuart Bullas)

"I suspect that more members would 'love to have a go' at this job but didn't know it was available. We would get a different style, but that must be one of the features of a club magazine and I feel that has been one of FP's interests over the years as editors change. How about a new big ad for the job: 'FP needs a new Editor – TOC needs new Chairman!'" (Tony Hodgekiss).

Editorial Responsibility

The Committee wish to thank all those who took the trouble to respond to the questionnaire which accompanied the last issue of *Floating Power*. 130, a clear majority of the 156 replies received, were in favour of increasing subscriptions to pay an editor if such action would prevent *Floating Power* from becoming either irregular or merely a news-sheet.

However, there was a last minute development which, had it occurred earlier, would probably have rendered this exercise unnecessary. Two members, Glen Robb and Jonathan Howard, offered their services as joint Editors on a voluntary basis.

The committee meeting was well attended. In view of the number of replies received and the additional comments made, both for and against the suggestion of paying an Editor, the subject was debated in depth.

Since an alternative to paying was now available it was ultimately agreed, (10 in favour, 1 against and 1 abstention), to pursue this option. The majority of those present believed TOC officers should not receive payment for time spent on club business. This decision avoided setting what was considered an unwelcome precedent.

Without reservation the Committee thank John for all he has done in his time as Editor. *Floating Power* has always been a magazine to be proud of and under his influence it has undoubtedly excelled even further.

Having to follow in John's footsteps surely means Messrs Robb and Howard will have their work cut out more than any previous 'new' Editor(s) in the history of the TOC. They therefore need and deserve all the help they can get. Please send them contributions for inclusion in your magazine so they at least have a reasonable chance of meeting their goals. Elsewhere in this issue you will find details of where to send articles, photos and advertisements in future.

After the discussion, Marcus Lasance informed the committee that he felt it necessary to review his position as Chairman. Rest assured, the club continues on its main purpose: "the ownership and preservation of pre-1957 Citroëns".

TOC Committee

Floating Power

chairman's message

To date, the poll on the Future of *Floating Power* has resulted in 150 members voting in favour of my original proposal and 27 against (12 of whom are to be found on the cover of *Floating Power*). In percentage terms over 80% agreed that it would be well worth increasing subscriptions in order to safeguard the quality of our award-winning magazine. At the committee meeting called to act on the poll, the original (as endorsed by your vote) and an amended proposal were defeated in favour of immediately accepting an offer from Glen Robb to take over as unpaid editor.

You may wonder how the committee could arrive at such a decision in view of the clear message given by you, the membership. The answer is two-fold: first – that with not all committee members being able to attend the meeting, those of us in favour were outvoted by other members of the so-called 'Standing Committee' (many of whom had not attended meetings for months); and secondly – that those committee members chose to ignore the clear message that was given to them by the membership poll.

I strongly feel that by offering the job to the first volunteer the committee has not discharged its responsibilities in a proper way. The committee at least should have heeded your message to "safeguard the quality of the magazine at all costs" by formally interviewing all applicants and then offer the job to the most suitable person with the right skills.

Many of you agree that nowadays to produce a quality magazine a minimum requirement for the job is computer literacy and access to desktop publishing software. A further requirement is to have a certain design flair to attract the reader and project a quality image. And by using a quality printer, the end result will be a magazine that attracts readers, not wastebins.

I have obtained opinions and quotes from various printing firms, and have been left with no doubt that the club will incur additional costs and loss of quality when *Floating Power* is delivered to the printer in the traditional 'cut and paste' form rather than 'on disk' as John does now. The money for make-up alone that John saves us, and has saved us in the past, illustrates why it is right to recompense him for the use of his equipment and expertise rather than a printer for whom it's just another job! It's a small price to pay to safeguard the standard of *Floating Power*. This is not meant as a personal snub to Mr. Robb and I am indeed appreciative that he has come forward, albeit at a late stage.

However, I do strongly believe that it should be possible to arrive at a compromise solution whereby a new editorial team will take responsibility for the content of FP while at the same time accepting John's offer to continue the layout and design but at a reduced rate and with less impact on subscriptions.

All this has caused me to look closely at whether to continue as Chairman but I hope the committee will review their decision and agree that this proposal will give us the 'best of both worlds' and enable the club to move forward.

Thanking you again for all your kind messages of support.

Marcus Lasance
Chairman, TOC

Ed's views:

While "the production of a high quality, award-winning magazine is not the prime purpose of the TOC", the preservation of Traction's most definitely is, and *Floating Power* plays a very important part in achieving this, as do the spares operation and social events. None must be viewed in isolation – the club must deliver quality in all three to members old and new.

A club's magazine is its voice. It should communicate its aims and ideals, and project an appropriate image. The TOC is, or endeavours to be, professional, organised and progressive – the cars are innovative and stylish. Traction's deserve adulation and FP is a perfect platform to promote the cars, the club and attract new members. In this, *Floating Power* is both appropriate and effective.

To many – the growing number of overseas members for example – FP is their only contact with the TOC.

Surely the club must look to the future in everything it does. Agreed, you can't run a Traction on paper – but then you can't run a club without attracting new members.

It appears that some comment has been made through misunderstanding or ignorance. A new editor doesn't necessarily mean a new design. A sensible solution would see a new editor editing and myself designing – thus keeping committee positions voluntary and maintaining continuity within *Floating Power*. The cost would be minimal, and endorsed by the membership.

Finally, may I remind you of my statement on taking over the magazine reins four years ago: "There is absolutely no reason why worthwhile material cannot be coupled with a definitive style. Indeed, the 'look & feel' of a well-balanced magazine aids the reader to absorb and appreciate its contents. FP should be informative and entertaining, but a poorly designed magazine will inevitably fail to be either."

John Starke

beauty potential

"In need of restoration" is a common enough description given to many classic cars for sale. It certainly wasn't an understatement of AST 496's condition...



It was a cold damp Saturday morning and I was perusing the 'Cars for Sale' when out it jumped from among the Standard 8s, Ford Prefects etc "In need of restoration – Citroën Light 15". A few casual words of mild interest to my wife. Another cup of coffee and any decision on viewing was put off until Sunday and a clearer head. Sunday dawned bright and sharp, blue skies and a nip in the air – just the weather for a 100 mile run up to A9 to Inverness. We met the seller at the appointed time and (after dire warnings of "don't expect too much") discovered it was a 1940 Slough 12 de-luxe, registration no. AST 496. The total restoration bit was the understatement of the decade!

However, in its favour the car did sport four pilote wheels and the relatively unusual 'split dashboard'. A deal was struck and one week later the Traction was tucked up in my garage patiently awaiting restoration.

A couple of years on and it would be fair to say that things have progressed albeit rather slowly. We now have a bare bodyshell (still awaiting attention) and various boxes, containers etc. all carefully labelled to identify the parts contained therein.

Wings, bonnet, boot etc have all been repaired as necessary, shotblasted, primed and painted as will also befall the doors in the fullness of time.

The sunshine roof had been sealed in situ with tar but in spite of this has succumbed to age and too many Scottish winters. I expect a major re-fabrication will be the only answer here.

The interior too has suffered the ravages of time and rodents – we found two mouse nests during dismantling. Hopefully we may be able to re-use the existing door trims and back seat but the front seats will need to be re-covered as they have deteriorated beyond repair. We decided against complete renewal of the interior as we like the 'lived-in' look of the original leather which I am sure could tell a few tales! The cost also plays a minor part.

Mechanically, the car was like a reject from intensive care: cracked cylinder block, no distributor, perished silentblobs, rotten exhaust system, blocked radiator – the list was endless. However, the back suspension has now been completely overhauled with new wheel cylinders, linings, shock-absorbers etc. A reconditioned short engine was purchased in France last summer



(the cost of which vastly reduced the quantity of beer and wine brought home but made little difference to the 'tail-down' attitude of our holiday car!)

Work tends to proceed in fits and starts with occasional bursts of feverish activity which usually occur soon after the arrival of the latest Floating Power or the weekend following a TOC event. I am continually amazed at the relative ease with which most of the nuts and bolts have come apart (with occasional encouragement from WD40). I can only put this down to the lack of salt on northern roads in the immediate post-war era. Since that time the car is reputed to have had at least three owners who all intended to restore it but never quite got round it.

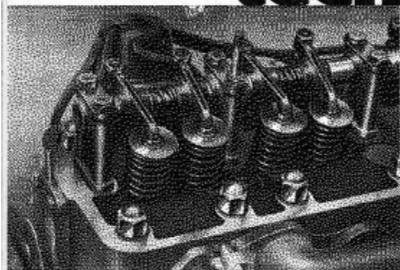
I am still in the process of researching its full history but have already been told by John Gillard that, in the 80s, Bryn Hughes travelled to Scotland to buy the car but on arrival was told it had already been sold! Andy Burnett spent so much time trying to find this car after hearing rumours of its whereabouts that he started to refer to it as "my Traction". He did get quite close at one time when, travelling south towards Inverness in a rain

storm, he spotted it going north on the back of a flat-bed lorry! Working on the theory that there cannot be many hiding places for a Traction north of the Black Isle he made extensive enquiries but by the time he located it in Lochinver it had been sold on to an Inverness gentleman – the same man who eventually sold the car to me. Again before Andy had found it! My apologies Andy – but you do still have three Tractions to play with.

One problem which has still to be solved concerns the dashboard and instruments. The three-piece wooden split dashboard has a rectangular all-in-one speedo in front of the steering wheel. I think this arrangement was only used in 1940 and 1946. Unfortunately the instrument was stolen many years ago when the car was vandalised whilst in storage. I believe the speedo also houses clock, ammeter and fuel gauge. I would appreciate any help in locating a correct replacement, perhaps the French rectangular speedo is interchangeable? Hopefully someone out there may be able to help. Look out for future instalments - but don't hold your breath!

If you can help Kenny, he can be contacted on 01821 650436

TRACTION RESTORATION part one



The first of a three part beginner's guide to Traction Restoration

This article is mainly intended for those owners of a Light 15 or Big 15 with limited mechanical knowledge, giving guidance on the best sequence to adopt, as so many new owners of these cars tackle a restoration in the wrong way which sometimes results in the loss of enthusiasm and interest. In these cases the car usually gets sold at a great financial loss or at the worst, ends up getting scrapped!

As with all jobs, use the rule of common sense and invest in decent tools and equipment, plus a workshop manual (which can be loaned from the Club), but most of all, have regard for your safety and that of any others who help you.

Having managed to purchase your 'Project' and you tell yourself that you are going to return the car to its former glory, STOP for just a few minutes and think of the letters C - T - E, the initial letters of three very important words. They could mean "Citroen Traction Enthusiast", but in this case however, they mean - CASH: have you got sufficient funds available? It can be very costly if you have to get professional help or expertise, and some parts are expensive if they need to be renewed, but overall, the total amount spent obviously depends on the work required to be done. TIME: and a suitable place to work, with warmth, light, and enough space. Winter is not an ideal time to do it without these, I speak from experience, and it will also put a great strain on your enthusiasm. And finally

ENTHUSIASM: of which you will, no doubt, have plenty in the beginning, but if you find you are running a bit low then go along to a Club meeting or two and contact other owners. Advice is always at hand, for that is what the Club is all about, and you will go away with renewed vigour and that much more knowledge.

So let us assume that you have all three of these things and are now ready to start.

First read the workshop manual and get a good idea of how the car is constructed. Work out, if possible, how many hours each week you can spend on the task and do not try to get the car to 'look nice' by hurrying. Have a 'job card' or chart made out with a list of parts needed, and keep it in a prominent place so that as you complete and check each job, tick it off on the chart so that you can see how you are progressing at any time.

Wooden boxes or trays divided into compartments are very useful. Label all the sections or keep a record card, and in this way you will not waste time in looking for that odd part. Plenty of clean rags are essential for clean-

ing all parts

you proceed. Use paraffin and never petrol, because if you are near to an oil heater petrol vapour can drift across a garage and you could have a fire with 'grave' results!

When cleaning the engine compartment, place some plastic sheeting down onto the floor to collect the muck as it falls, and you can then fold it and dispose of it much easier.

Make the mechanical work your first priority.

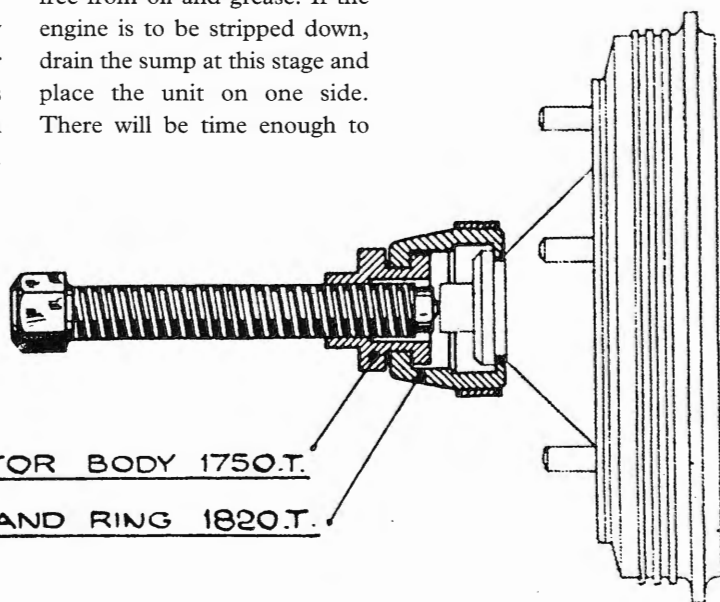
If the engine and gearbox are to be removed use a block and tackle or an engine hoist. They can be easily hired (no pun intended) and it is worth taking the trouble to do this as it makes the job so much easier and safer. Always lift the unit at the centre of balance, being the water pump, as illustrated in the workshop manual (opposite page). Once removed, clean the unit down, again over a sheet of plastic which will keep the floor free from oil and grease. If the engine is to be stripped down, drain the sump at this stage and place the unit on one side. There will be time enough to

check for a possible rebuild later, and maybe you will require help and guidance on this, so deal with the less complicated but more important units at this stage.

Your next job should be a complete brake overhaul, and you should make a start at the rear of the car. Why the rear, you ask? Well, once you have dealt with the rear brakes, you can deal with the front brakes followed by the drive-shafts, ball joints and wishbone pins and bushes in that order.

Do each side completely, checking the linings and wheel cylinders, and make sure they are in good condition without any signs of rusting or pitting. If you can fit new parts do so, as these are readily available from the Club spares. For cleaning of all brake parts use methylated spirit.

Disconnect the hand-brake cables from the shaft just



EXTRACTOR BODY 1750.T.
COLLETS AND RING 1820.T.

behind the engine compartment and pull them as far out as possible from the back-plate. Work them back and forth feeding grease ('Castrolase' or similar) into the casings as no grease nipples were provided. Pay particular attention to the rubber hoses, and if you have any doubts with any part then RENEW, as all the brake parts are available.

If your car is Post-1948 you will most likely find that the brake pipes are made of steel, and my advice is to change them for the new "Kunifer" copper/nickel alloy type. Pre-war cars had copper tube protected by a steel coil wound over it. Refer to the workshop manual for setting up the brakes when completed, put the wheels back on – but only lightly tighten the wheel nuts as the wheels will have to come off again when bleeding the system. This will be done when the front end of the car has been dealt with.

Front brake drum removal is a job best tackled in the following manner. Place a jack under the lower link arm at the point below the shock absorber, but do not lift the car, however, just touch it. Slacken off the wheel nuts, remove the split pin and undo the large nut, clockwise for the driver's side on R/H drive cars as it has a left hand thread. Place the correct hub puller onto the hub, slacken off the brake adjusters - these turn downwards for the off position

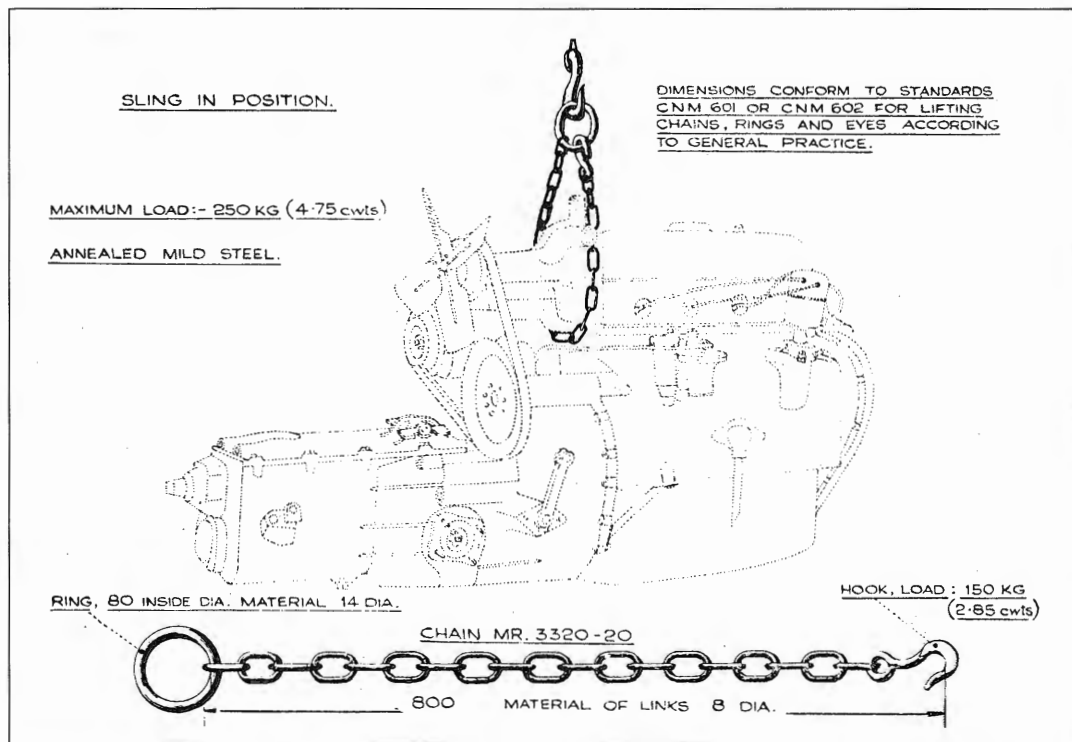
– and just 'break' the taper of the drive shaft brake drum. Now jack up the car and make it safe with stand jacks, or similar, under the lower link, remove the wheel and drum together, then separate and put the wheel nuts onto the studs.

Remove the small lock tab on the large slotted ring nut, and unscrew this from the housing (try not to damage the slots, if the correct tool is not available, use a soft aluminium or copper drift). Disconnect the rubber brake hose and take care not to loose the copper washer between this and the wheel cylinder. Remember the same checks of all parts and renew if any doubt exists.

Bend back the lock tabs on the nuts and bolts holding the back plate to the hub, but before removing it make a reference mark showing the position it has in relation to the housing for when you replace it. Remove the back plate complete with the wheel cylinder and brake shoes. You can now work on the bench and make sure each adjuster moves freely. Deal with each side of the car in this manner, and when the metal pipework has also been dealt with, check the master cylinder. For pre-war cars that have the master cylinder in the engine bay, it will pay to fit a new one at this stage and so save trouble once the engine is

back in position. If, however, you've got rubber arms four foot long, you'll be OK! The system has to be checked for leaks and that it is working perfectly at a later stage, because the time has come to leave it and deal with the drive-shafts, top and bottom ball joints, wishbone pins and bushes. When these units have been dealt with, the back plates can be re-fitted and the braking system checked and completed.

If any members have questions or queries related to their restoration, or if they have any hints, tips and advice they would like to pass on to other members, then please drop a line to the Editor.



techTIPS

If you have any technical tips, or queries you would like answered, please send them to the editor.

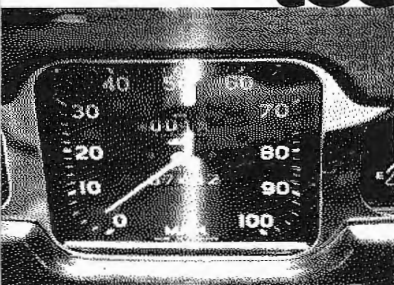
The glove compartment interior of my French 11BL was missing when I bought the car, and these interiors seem to be hard to come by. The originals were made of soft rivetted cardboard which becomes soggy and deteriorates when damp, they are also often devoured by vermin!

My solution to this problem was to manufacture a mould and make a G.R.P. [glass reinforced plastic] replacement. The replacement is slightly deeper than the original, has a

smooth interior with rounded corners etc. – thus it is easy to wipe out and clean, and is resistant to moisture etc. More importantly, it 'fits like a glove'!

If there is enough demand I would consider making these glove box interiors in bulk – what do you think?

David Caunce
01242 525134/571750



classic citroëns, vol. 1

traction avant 1934-1957

by James L Taylor

Yesteryear Books

One of the most frequent gripes one hears around the CCOCA [Classic Citroën Owners Club of Australia] is the problem that the majority of our members have when they try to find out more detail about their beloved Citroëns. Most of what is written about Citroëns is not in English! One finds information in Dutch and Scandinavian languages, German, Italian and even Japanese. Some is written in America where it is generally accepted that they speak English and in Britain, but the vast majority is written in French. And while the pictures are in English, most people are left in the dark. Now here is some good news.

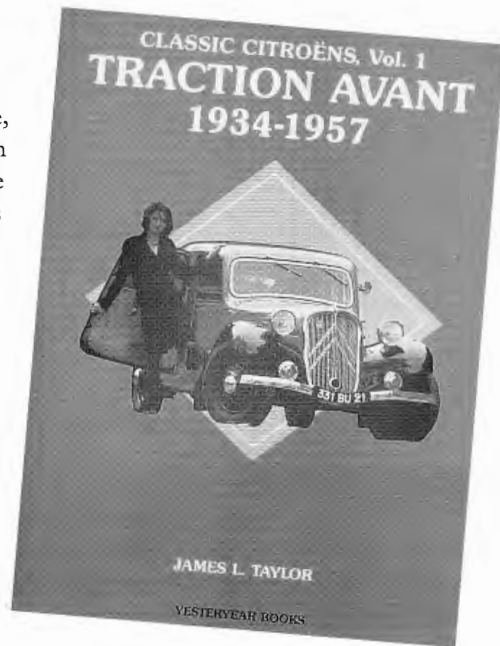
James Taylor has had published a slim (80 pages all up) stiff-back A4 volume on the Traction Avant, and I can probably do no better than quote the blurb on the back cover:

"Few cars can claim to have changed the face of motoring as much as did Citroën's Traction Avant of 1934. This book explains how the car came into being, examines the changes it went through in production, and provides guidance to would-be owners. Citroën enthusiasts will find it an indispensable guide to one of the most remarkable cars ever made."

It has been said that necessity is the mother of invention, and this book illustrates the point. In 1982, Taylor was looking for a complete history of the Traction Avant, in English. Not finding one, he set out to compile his own, intending to release it in 1984, the 50th anniversary of the Traction's birth. But no British publisher would risk a Traction book then, and his notes languished, in a sense overtaken by comprehensive works such as Olivier de Serres' *"Grand Livre"*. Finally, we have Taylor's book, all the better for the delay in that it has been the beneficiary of the work of de Serres and others, as well as the input of enthusiasts such as Fred Annells. Despite its

relatively small size, the book gives an excellent coverage of the Traction's history and technical features, model by model.

Other books in English on the Traction include parts of Malcolm Bobbitt's *"The British Citroën"* and the Brooklands *Gold Portfolio* of road tests of the Tractions. The



small Profile Publication No. 95 by Michael Sedgwick is out of print, and there are a few pages on the Tractions in Shire Album 289 *The Citroën*, by Jonathan Wood. John Reynolds in the UK expects to have out his Bay Books Original Series issue on the ID/DS in magnificent colour including Ferdi Saliba's Melbourne-built car during 1996, to be joined ASAP by a follow-up issue covering the Traction Avant and including Australian cars. It is planned that both these Reynolds books will each be printed simultaneously in about four languages, including of course, English.

In the meantime, I expect the real mark of the English-speaking Traction enthusiast will be whether he has a copy of James Taylor's book on his shelves. The presentation of the book and its total of 87 black and white photos and adverts is adequate for the purpose, given the relatively low cost of the product.

It was disappointing to find a few errors in the text and tables, but they are unlikely to seriously mislead the observant reader. For example, you are not likely to believe that the Slough 15-Six was introduced in 1930 (Page 54). Information in the Brooklands book indicate that the Six was introduced in Britain in August 1939, for the 1940 model year. The author wisely cautions (Page 70) that the serial numbers, taken from factory records for Slough-built cars, may be suspect. The few post-war LHD Light 15s built at Slough include the information that for 1954, the numbers were 135318-135317 [!], while one of these cars - 135317 - was also shown as being produced in 1953 (see Page 71). Maybe some tighter editing would also have weeded out the few punctuation errors that I saw. I know only too well that a writer checking his own work tends to read what he meant to put, which is not necessarily the same as what he actually put.

The book also records the single batch of post-war long-bodied Tractions that come out of Slough to Australia. It is interesting to recall that of the 24 Family Nines and one Commerciale in the batch, some 17 still are known to exist.

Overall, I was very glad I found it, and I think you will be when you get yours.

£1.50 OFF

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.....
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.....
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See opposite page for discount ticket offer.

.....
23-26 May

Tour of Cumbria

Keswick & Derwent Water

Four-day extravaganza of tractioneering around the Lake District! For itinerary see page 5.

Information and booking form from:

Malcolm Bobbitt, 'Javel', 4 Holmewood Paddock, Lamplugh Road, Cockermouth, Cumbria CA13 0DN
tel: 01900 825581

.....
27-29 June

TOC Annual Rally

Grimsthorpe Castle, Bourne, Lincs

Mick & Moira Holmes are the lucky organisers of the 1997 annual rally!

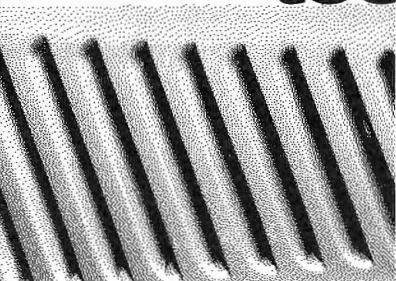
.....
11-14 July

Tour of Brittany

Brittany & Southern England

For 1997 this will be a two-part tour with the Bretons visiting us and vice versa.

The first two days will be a tour of Hampshire accompanied by the Bretons, then it's everyone across the Channel for two days in Brittany! (A longer stay is being organised for those who think they can handle it!)



editor

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what a dish!

What time is left over from a busy job and family commitments is what could be laughingly described as spare time. I use some of this time for two major hobbies. Of course one of these is my Traction interests and TOC social events, the other is related to space satellites and radio communication. I have some modest receiving equipment and a degree of experience in satellite reception. On a regular basis I receive weather pictures of Europe and sometimes the rest of the world. Some reception can be achieved using aerials similar to VHF radio and TV

aerials; but for the really serious stuff you need a parabolic dish – the bigger the better.

Now it just so happened that in a garden shed I have a spare pair of rusty front wings which had come off my Traction. On a sunny midsummer day I brought them out into the front garden for inspection prior to repair and return to service. Viewed from above or the side Traction wings are curvaceous – almost sensual, however upside down lying on a tarmac drive they have the shape of a rather oddly formed elongated dish.

Ahhh! A dish! Not perfectly parabolic perhaps, but André Citroën's designers did not have satellite signal reception in mind when they designed Traction wings back in 1934. However, to yours truly they looked sufficiently dish-shaped for a chance to converge my two hobbies – I had to try!

Could I receive signals from weather satellites on a Traction front wing?

At the focal point of a normal parabolic dish is a feed horn, and from there the signal can be wire-fed to the electronics, the radio and then to a computer for display. Well, it so happened that I had a spare feed horn with supporting legs suitable for satellite signal reception. Not wishing to damage the wing further by putting more holes into the corroding metal, the legs and horn were propped in position for a test.

I connected all the equipment together and with Nadine calling out the signal strength from inside the house as I twisted and turned the wing in the direction of the Meteosat satellite. In one critical position the signal strength peaked and a very clear image of the UK, Brittany and north Spain gently scrolled up on the computer screen. Deep joy: satellites and Traction together at last! The image was not perfect (like an image using a 1.6m parabolic dish) but check out the photograph – you can see the UK was enjoying fine weather and the cloud patterns out in the Atlantic were well defined.

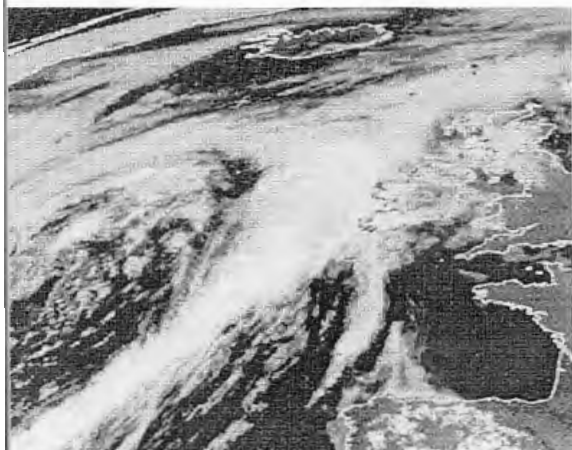
By coincidence next day we had planned a barbecue in our garden for some local Tractionists. She who must be obeyed decided the existing barbecue cooker was too small and rusty for service. Nothing but the best for TOC, so I was dispatched to purchase a larger shiny new one. As ordered, I bought a larger barbecue but on unpacking it and looking at the charcoal bowl, I thought that, here's not much difference between a bowl and a dish, so I had to have go at satellite reception on a barbecue. I did just get a picture but it did contain some interference.

So what else could I use. Our dustbin has a plastic lid, but the kitchen did yield a Wok! The Wok results were rather poor but perhaps to be expected. Its diameter was only 58 cm, whereas a Traction wing can be measured in metres.

I think this represents the most eccentric use of Traction parts documented to date – unless you know differently!

Frank Bell
Godalming
Surrey

Eat your heart out, Michael Fish!



winter usage

Just a few lines on Winter Usage. Yes, it's a bit like Winter Storage but a whole lot more fun. Last year with the 25 year exemption we were all given the incentive to use our cars just a little bit more. Living as we do near the sea we are used to the effects of salt on our cars. The Council also put tons of it on the roads in our area every year, but it can be avoided.

You know that feeling, you're driving down the road and you can see it ahead - the Council truck that for some reason has divine permission to throw rock salt at your car. You don't want

that near your Traction do you? So the secret of Winter Usage is all down to paying attention to the temperature outside. If it's subzero use the modern car. When there's been rain to wash away the salt get the Traction out again.

If the worst comes to the worst use a jet wash to make sure there is no salt left under your car. If you don't have one, try the filling station, most supermarket garages have them too. It takes about ten minutes with a bucket of water and leather to clean down the paintwork.

We used our car for the Christmas present sleigh run, even the tree went in the back!

It's fun and keeps all the little bits moving and oiled. If your heater isn't up to it, dress for it. There is nothing more satisfying than using such a wonderful car whenever you feel the need. Why just be admired in the summer? There are beautiful days in the winter to be enjoyed as well.

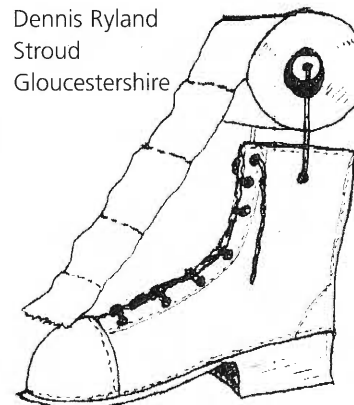
I was first out of the car park at work the other day, it takes less time to scrape the windows on a Traction! What's that saying? "A Traction is for life not just for summer..." but don't forget the antifreeze! Have fun!

David Houghton-Gale
Leigh-on-Sea
Essex

useful spare

Please find enclosed copy of fax received from Rik Blote in France. The part in question, ref no. F7 is described in my parts list as Big Boot Bottom Rubber!

Dennis Ryland
Stroud
Gloucestershire



new members

1360	R.D. Voss	Washington	USA
1361	B. Hollister	Charlwood	Surrey
1363	J. Tweddell	Ovingham	Northumberland
1364	J.W. Fowler	Farnley Riding	Northumberland
1365	P.J. Bennett	Kidlington	Oxford
1366	A.T. Seekings-Smith	Charvil	Reading
1367	M. Deltombes	Stratford-upon-Avon	Warwickshire
1368	R. Powley	Witham Friary	Somerset
1369	E. van Hoek	Aylmerton	Norwich
1370	D.G. Pyne	Dhahran Airport	Saudi Arabia
1371	C. Morison	Comberton	Cambridge
1372	M.K. Day	Biddenden	Kent
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memories

I am writing to you after seeing the article on Citroëns in Classic Cars which I read with great interest and affectionate memories of the Light 15 which I owned in the late 50s. I courted my wife in this car, sadly XCR 969 had to be sold to contribute to the funds needed to purchase a new mini van (cost £374) this being deemed at the time a sounder prospect than the ageing Traction Avant! How misguided we were in those days.

I often wonder what happened to my silver Lt 15. I sold it to two very shady looking Turkish types who answered my advert in - wait for it - Exchange & Mart, and couldn't give this stupid 26 year old their £80 quick enough!

I wonder if you or your fellow members have any record of this car either in your archives or anybody actually owning the car. She was rhd with red leather seats with chrome rails on the backs of the front seats. How I loved those rails!

B Ramsden
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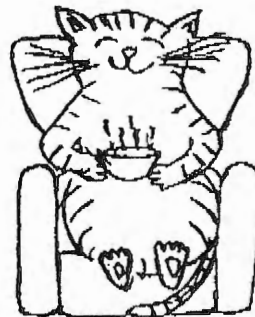
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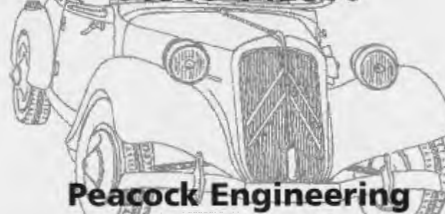
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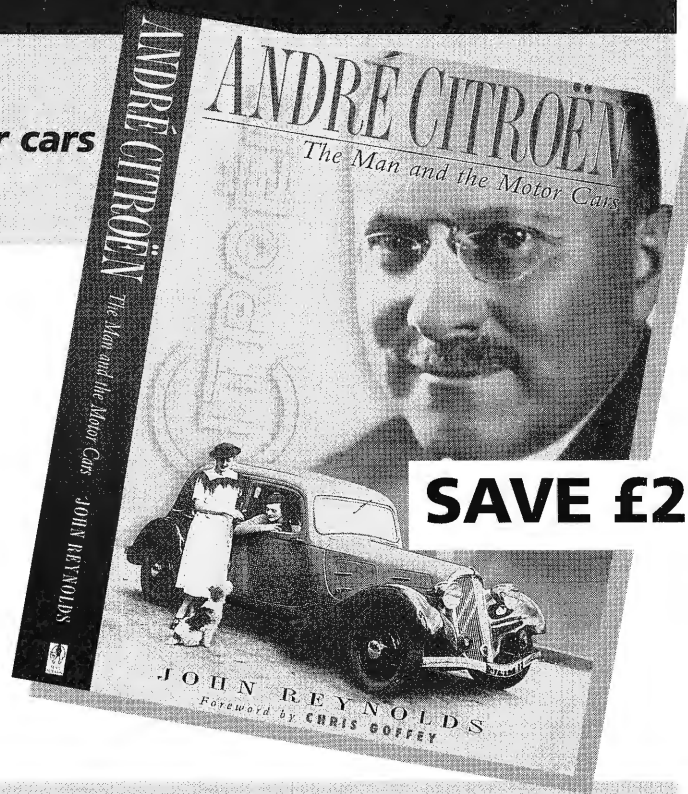
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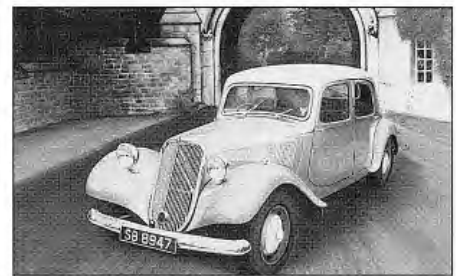


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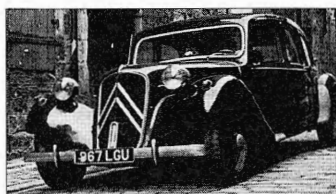
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CARS FOR SALE



1955 11B Familiale

Belgian-built, Black with silver sports wheels. ID19, 4-speed conversion. Engine and gearbox just rebuilt. New subframe & silentblocs, Peacock drive-shafts. New sills & door skins. Re-trimmed, MoT 1 year.

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Jock Westwater 0131 225 3277

Citroën 7C 1936

Black, good original condition, RHD, no rot. £2,700

Gerard de Goede

Tel: 020-6141472 Holland

1955 Onze BL

Black, cream wheels, green leather seats. A well maintained dream. £6,900 ono

Details & photos from

Derek Steele, 16 Lyttelton St., Worcester, WR1 3JN

1956 Paris-built Normale

Big boot, restored France 1991 used in Mairret TV series Granada 1994, UK registered 1996 & MoT'd. In very good order, colour grey. Recent rechroming to bumpers, new carpets, garaged, regularly driven, - a solid and reliable car, well maintained, waxoiled - hence no rust. Offers £5,500.

Bill Gale

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1954 Light 15

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Christopher Burke

0181 977 3292

1953 Paris-built Légère 11BL

Black, large boot, imported 1977, dry-stored for approx 15 years. Fully rebuilt engine incl. new pistons & liners, timing chain, etc. New brakes incl. m/cylinder, linings, hoses, etc. New lights, new exhaust system very sound bodywork, a solid car. Offers around £5000

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1928 Kegresse (half-track) in an unrestored state. Used as 'cross-country' transport. Original workshop manual available. The vehicle has had all the running gear, engine and gearbox removed at some point and placed in boxes.

£1200 ono. Please contact: Alistair Konig on 01234 240096 or fax 01234 240098

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1923 5CV Cloverleaf

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Hugo Wilson

Home 01420 561421

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11BL 1952

Early big boot with curly front bumper originally fitted. Black with yellow wheels. Rebuilt engine by Jonathan Howard. 'D' big end shell bearings done early August. Waxoiled, repainted, owned by me since Nov 91. Most things recon or replaced. £4950.

Peter Gaskell 01608 651323

(Warcs/Glos border)

1955 Light 15, Slough

MoT'd and in good running order. Black and maroon with large boot. A reluctant sale after 12 wonderful years of ownership.

Andy Rose

01732 862787 (Kent)

1954 Paris-built Normale

UK registered 1990. Black. Mechanically sound. S/S exhaust to be fitted. Needs some attention to bodywork. Reluctant sale due to lack of time. Offers around £4000.

Richard Frost 01306 730923

(Surrey)

1950 Paris-built Normale

Small boot in black with pilote wheels. New tyres, s.s. exhaust, new brakes, mechanically perfect, no rust, all sound. Offers please £5,900. Please contact: Glen Robb on 01869 347513

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£200

Steering wheel

from a 11BL. Black, two spoke, no cracks but missing centre.

£30

Set of interior door handles and window winders

for a French Traction. Chrome perfect.

£30

John Aspinall

0121 358 1559

Twin carburettor set

Solex 32PBI on inlet and exhaust manifolds. All linkages included. Good condition.

David Boyd

01527 892134 (Wores)

Perfo engine

Stripped & painted (clean), all engine liners including knackered bearings, two timing chain covers, one flywheel, sump, oil breather, rocker cover (all clean and painted)

£60

Reconditioned pistons

(all new rings) for perfo engine

£80

New carburettor

Solex 35 FA1E (to take cylindrical air filter)

£100

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Light 15 gearbox

Very good condition.

Thoroughly checked, cleaned, painted and fitted with new oil seals. Ready to install with rhd bell housing. £350

Nick Gundry

01453 884615

Brown leather seat covers

for Light 15. Back seat: seat squab and backrest in good condition.

Front seats: seat squabs in average condition, still good for a few more years, backrests split, panels could be used. £40 the lot - buyer arranges carriage.

Phone Roland Kirk

01584 810128 (Shropshire)

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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 sac

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 sac

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.

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Starter Motor

6 volt, good condition. £15
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Pair of post 1952 bumpers

One dipped flat bumper circa '48/49

One straight flat bumper circa '48/49

Pair of headlamps

Pair of sidelamps

Hubcaps

All rechromed to as new condition

Six cylinder repair

manual in fair condition (a few grubby fingermarks) dated Sept 1957

DS19 repair manual in excellent condition dated Sept 1962

Two pairs red leather rear

seats (squab and backrest) in good (unripped) condition.

2 front seats re-upholstered in red velour.

Please phone Michael Wood

01238 528221

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Tel. 0117 924 9821

Tow Bar for 1949 Légère - to enable bicycle rack to be fitted for summer holiday in France.
Peter Ashlee 0181 301 4982

Front wings for Big 15. Must be in sound condition. Good price paid.
David Boyd 01527 892134

Brakedrums with damaged tapers required to create pool for an exchange service.
Roger Williams
01482 863344

Front number plate mounting plinth for 1954 Slough Lt 15, condition of chrome not important. Also, for my poster collection, **Black & white poster** of Traction decaying in a wood, has 'voiture' printed across the top. I think sold by Athena in the seventies.
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OTHER

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