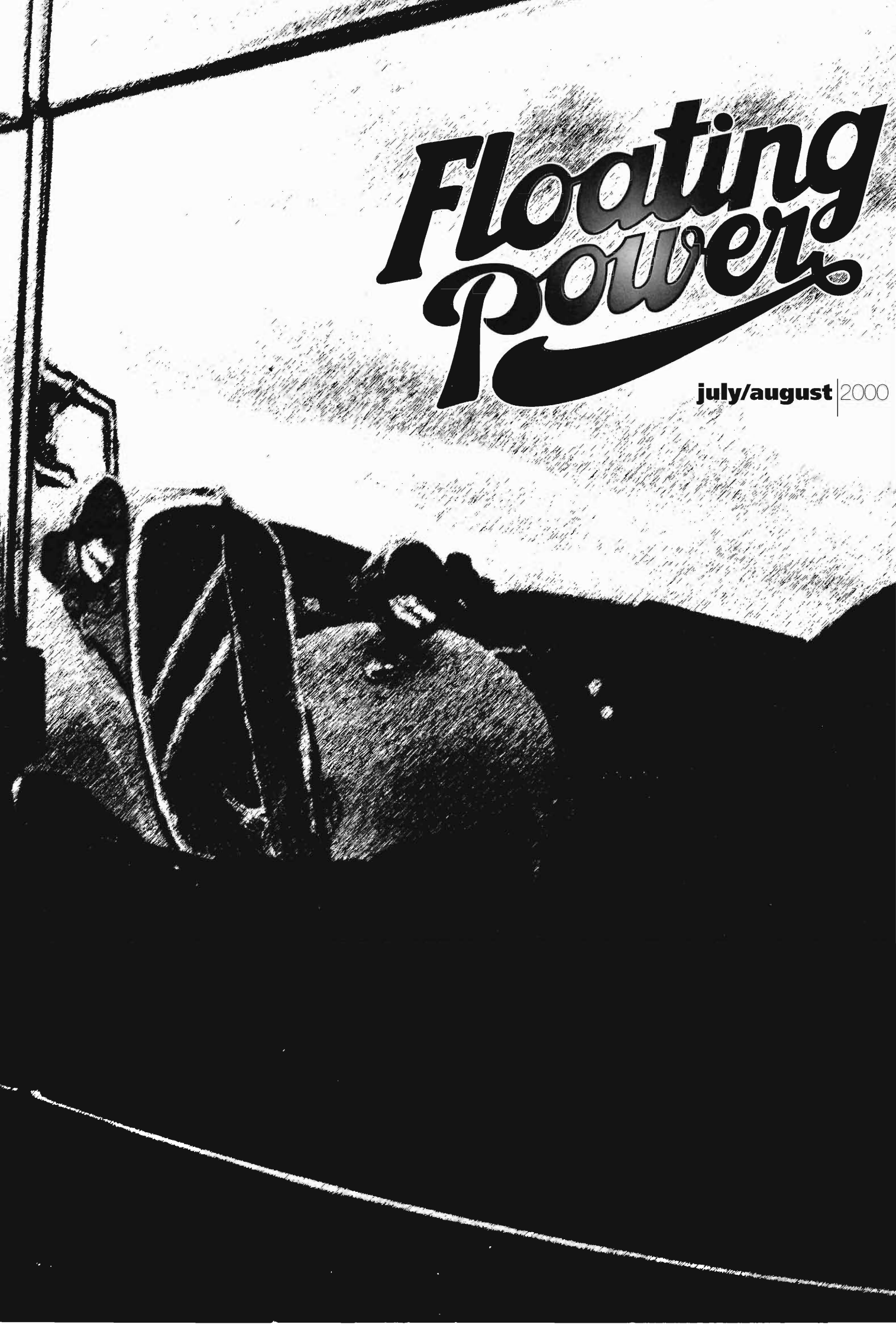


Floating Power

july/august | 2000



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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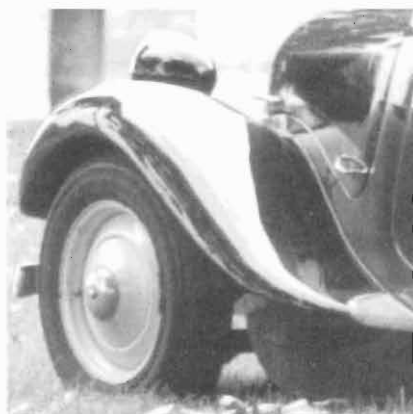
Club Website

traction-owners.co.uk

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Editorial

Sports saloon or family grunter? How competitive is a Traction Avant? In the 1940's and 50's, Tractions competed in major events such as the Monte Carlo Rally with admirable results. We all know that in its heyday, the Traction was the ultimate in road holding and manoeuvrability due to its front wheel drive configuration and torsion bar suspension, albeit the gearing did not encourage rapid changes but bags of torque made up for lack of flexibility. Recent correspondence indicates that some members are interested in the competitive element of Tractioning too. After John Worthing's comments in Section Scene, March 2000, David Baird has sent us a picture of his 'Edith' three-wheeling around a distillery yard (we think this was before the sampling and not after) and our May 'pin-up' from this year's calendar shows David Boyd with the hammer down. Are there any more budding Maurice Gatsonides out there who have competed successfully or otherwise in sporting events?

On a more sedate subject the summer has so far brought us out to enjoy our cars with local and international tours to Brittany, Brugge, Reims and Le Touquet. Our big event of course is our Annual Rally which this year is being organised by Barrie 'Brick' in Lancashire. I'm not sure if sedate should describe a Barrie Brick event but as always he will make everyone extremely welcome. If you have not already registered please ring Barrie now (see page 14).

Make the most of the rest of the summer and enjoy your Tractions. Ed.

Front Cover



*Reflecting on a Traction
by Frank Bell*

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toccommittee

June 2000

The Committee meeting in June was an interesting one, more for the venue than the content. At short notice, The Wheatsheaf was not available but recommended another nearby pub. When confirming with The Sun we were told there was to be a musical quiz in the bar but "it shouldn't disturb you in the side room". Huh! The days of a lady tinkling on a piano are over. This was a high decibel disco-type quiz, with flashing lights and the question master bellowing the questions into a microphone over the music, and everything amplified to the eyeballs. It encouraged us to adopt a comradely huddle, but we could not use conspiratorial voices. We moved into the garden and held most of the meeting outdoors. As dusk gathered, our secretary completed his notes by the light of a torch held in his mouth. We will find a different venue for the next meeting.

A major item of business was to finalise the style and content of the membership list that will now be made available to any member who requests it. It seems that about 4 out of 5 members have given consent by using the tick-box on this year's renewal form. Recognising that some people have not given consent and their details will not appear, the Committee discussed whether the list should be available to those members. The general opinion was that it should be, because those who had given consent had agreed to release of their details to any club member. The Club can now proceed with formatting and agree how to make the list available.

Reports from Club officers were as usual, reassuring in tone but asking for advice or guidance on points where other opinions would help. The social and rally programme is, also as usual, becoming crowded. Unusually though, we have the luxury of not only this year's annual rally being arranged, but next year's being outlined already.

The Spare parts service is proceeding confidently, with the sources of new parts being supplemented with an initiative to supply reconditioned assemblies, which is approaching pilot stage. The main discussion centred on an approach from a South African Traction enthusiast-cum-restorer-cum-dealer who is scaling down his business. He has invited the Club to bid for all or some of his stock, which contains a high proportion of parts for Slough cars. It is understood that it includes mechanical and electrical parts and some body parts including (ssshh!) original unused chromed radiator grills. In view of the perceived duty of the TOC to cater particularly (though not exclusively) for Slough models, it was agreed to take the invitation seriously. One Committee member will be going to South Africa on business within months and he will take some extra time to visit the premises, assess what is on offer, and report back to the Committee with a view to bidding. This may be one of the opportunities that our funds are meant to cater for and the Committee may need to bite deeply into reserves.

Finally, in preparation for the AGM, the Committee agreed how to create the required vacancies for new nominations as director or committee member. Details will be found in the formal announcement about the AGM. The Committee hopes that as many members as possible will put the day aside to attend, so that we know we are doing what you want us to do.

Alec Bilney, Chairman



The origin of the Citroën chevron logo

Inside_trac

inside_trac@egroups.com

The Internet service for ALL TOC members.

Log on to the TOC online conference or meeting-place where you can read and respond to messages on any subject, Traction-related or social, from other TOC members around the world; or send your own comments, requests for information, help and advice, publicise events or even offer a car or spares for sale (private ads only).

To sign up for this service email your name, address and membership number to the Moderator, Helen Brixton, at:

mid-shires_toc@upaloft.co.uk

tocspares hotline

01243 511378

Chris Treagust

98 First Avenue, Batchmere, Chichester, W. Sussex PO20 7LQ



Re-manufacture of front wings

The committee has had this matter on its agenda as a continuous work item for four years. The decision to support re-manufacture was made in early 1995. A canvass of members had revealed a demand for new wings that was not being met, either by a commercial business or by the casual appearance of new old stock in auto-jumbles or sales advertisements. Note that Normale (Big 15) wings and Legere (Light 15) front wings are identical except for the very front inside corner, which on a Normale fits against the inner wing-cum-flicth but on a Legere has an extra point to fit against the radiator grill. It was decided to concentrate on Legere wings which can easily be adapted to fit a Normale.

The then committee asked for indications of price and delivery from several suppliers. Barry Longden and Bernie Shaw short-listed three potential makers and of these, only one agreed to reproduce the original style faithfully. That firm was commissioned to proceed to prototype.

They were already in possession of a fibre glass wing supplied by David Boyd, and this was used as a pattern. A new wing in red primer, was available for inspection at the 1996 Christmas Bash at Walsall. Although the product appeared well made, there was comment even then that the shape may not have been absolutely correct. This was confirmed later when offered up to a car by Dennis Ryland.

The committee reviewed the situation in the spring of 1997 and decided that, notwithstanding the problem, the quality of workmanship of the manufacturer was excellent. Provided a correctly shaped wing could be provided, there was everything to be gained from proceeding. Providentially, at this moment Dennis Ryland was offered some original but new wings provided he bought a complete car. Selflessly, Dennis made the supreme sacrifice and bought the lot. The perfect front and rear wings were then purchased from him by the club for £1500, and now form a club asset to provide archive information and reference. In Autumn 1997, the fronts were taken to the manufacturer for new patterns to be made.

Not unnaturally, the manufacturer, having done what was requested and having incurred some costs, felt a sign of good faith from the customer in the form of a payment would be appropriate before starting again. As reported in the May edition of *Floating Power*, the Committee felt the Club should honour its commitments, and the sum of £2,450 was paid. It was an expensive mistake, but there has been no desire to hide it (a "cover-up") and it was decided the Club could afford it. When the accounts were considered at the recent Committee meeting (8th Sept.), the TOC still had a healthy bank balance. We now own two imperfect wings (each of which is better than an accident-damaged wing; any offers from a member seeking good looks on a cheap restoration?).

To limit the chances of a repeat performance, the new work was ordered on one wing only, allowing a visual appraisal for line after fitting to a car as well as the same technical assessment for quality and workmanship. That first wing was finished and delivered recently to Dennis Ryland. At the time of writing, Monday 20th September 1999, the result is not known. If all is well, the

front wing for the other side will be ordered. If all is not well, the Committee will, as with any other purchase, see that they are put right.

There we have it. A long saga. Perhaps unnecessarily long, both in the doing and the telling. The prime error was made by Club members and the costs thus incurred had to be accepted. They have been, and the bill is settled. We have the goodwill of the manufacturers and can expect them to complete the task to the same high standard of workmanship.

Addendum in June 2000

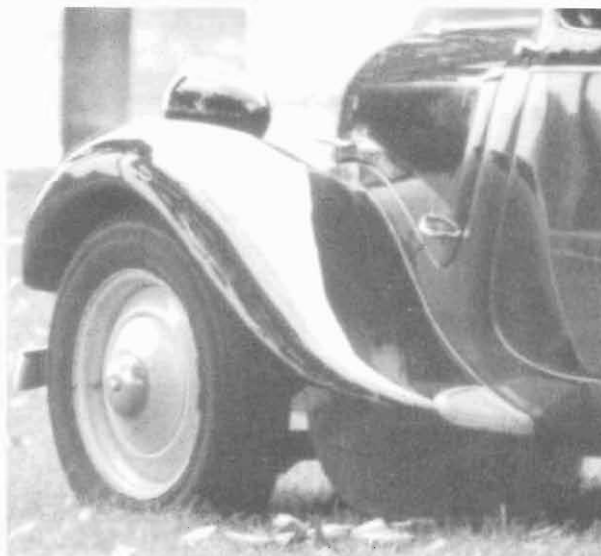
Two events must be reported to bring the story up to date. Firstly, the new (third wing) was still incorrect, principally around the outside edge where the shape of a Traction wing is very unusual. Secondly, in April Alec Bilney and Bernie Shaw visited Metalwork Developments, and in discussion with the proprietor agreed that the matter must be brought to a conclusion.

The findings were: 1) that the project is not in a factory, but a large one-man workshop; 2) that the construction technique is using an internal former made of wood, over which steel is formed (using a roller not hammered); 3) that the traction wing is fabricated in four sections, two on the inside against the bodywork and two on the outside, with divisions along the peaks both fore and aft and across; 4) that the need is now for external profile templates, to use to check the shape of the former, and to check the shape of the finished wing; and 5) that £300 is needed to finance the work, (which has since been agreed by the Committee).

The agreement is to proceed to production of one wing (the fourth), and then the Club will approve and accept that as a prototype. Or not.

This matter will, after all, be a success, or it will be cut with no more expense.

Alec Bilney





A Blue Sheep Tours the Lake District

Tony Stokoe

A May bank holiday weekend might not seem the most sensible time to visit the Lake District, but that did not seem to discourage a good number of Tractionists from assembling at Keswick over the weekend of the 26th-28th May for the TOC Tour of the Lakes. They were obviously familiar with the success of previous Lakeland rallies and knew they were going to be feted in true Lakeland tradition!

It was my first time at this particular event and I decided to combine it with a week's holiday in Cumbria. My mother, Sylvia, recently out of hospital and now sporting a shiny new hip, accompanied me and we decided to use my blue DS19 Décapotable, known as BÉBÉ, in the hope that the traditionally wet north west would be kind. It was, and the hood was down on the car five days out of seven. Our lovely Big 6 was resting after a recent tour of Holland, and the DS had hardly been out of the garage this century so it was a welcome run for her.

We arrived on the second day of the event, the Saturday morning, to rendezvous with the others at the Sheep and Wool Centre at Cockermouth. We rounded the corner into the car park to be confronted with a magnificent line-up of nearly 30 Tractions. The Club was out in force and I immediately regretted leaving the '6' at home; we were going to be the 'black

sheep' (or more precisely the dark blue shéep) of the weekend...

Talking of sheep, the Sheep and Wool Centre was excellent. Bob Cuppage was waiting to welcome us and usher us into the main auditorium where the sheep demonstration had just begun. A jovial New Zealander was directing a display of performing sheep. Yes, really. A series of plinths with sheep names (no, not Dolly or Ba Ba, but breeds such as Herdwick and Merino), were at the back of the stage and on cue an example of the relevant breed would trot out from the wings and climb onto his specific plinth. Who says sheep always follow one another? This group of individuals went to their own areas so were either very well trained or could read their breed names on each plinth. Once the various sheep were in place there followed a sheep dog demonstration, with the New Zealand dog showing his technique by walking over the backs of the sheep, who remained dead-pan throughout - obviously stage struck. To round off the show our guide sheared a sheep, making it look as easy as removing a duvet cover, and we were each given some of the wool. My mother assures me she is going to weave her piece, once she's got rid of the smell!

The Centre was an excellent start to our tour and we were soon greeting old and new friends over lunch before setting off

south to Egremont and our scheduled visit to the last working Haematite mine in Britain. The wet start to the day was clearing and the Tractions set a good pace over the windy route taking in some beautiful roads. Through hill and dale the cars kept up a cracking pace and it was interesting to note the difference in handling between the various cars. My DS, still running on LHS (red fluid), would roll and wallow on these country roads. The Tractions ahead of us - for we took up a position following the convoy - cornered flatly and consistently as if on rails, their composure rarely unsettled by the undulating roads. We were gliding along in comparison, but the TA's seemed much more in touch with the road surface.

The Florence Mine at Egremont was fascinating. The iron ore that is mined there infuses the whole surrounding area with a red hue and the workings, buildings and workers all carry this ruddy red look. Our guide was impressed with our numbers - nearly fifty of us - but rather concerned he might lose some of us in the complex of tunnels below. We were kitted out in helmets with working lights, and headed off into the depths through a steep drift tunnel.

Rest assured my mother decided to have her siesta. This was not terrain suitable for an eighty year old with two artificial hips, even if one was new! She later told me she



was awoken from her rest in the DS by a tourist enquiring if the assembled cars were Citroëns. She dutifully told him that they were and the example she was sitting in was a 1949 Slough built, 6 six cylinder model. Needless to say the visitor was astonished at the car's futuristic design... I must make a note to train my family properly. Er, right information, wrong car mum...

Meanwhile, back down the mine our tour explored wet tunnels, went into caverns, down crevices and back again, taking two-and-a-half hours. The only lighting was from our helmet lights which made sweeping beams all around as we swung our heads to look at things and blinded each other as we looked at our companions! Our enthusiastic guide showed us all the different forms of Haematite and proudly told us about the history and day to day running of the mine. Only seven men work in the remaining tunnels and they have pumps taking out hundreds of gallons of water a minute just to keep these remaining areas operable. It was an awesome place and our host seemed to love his work, but I was not the only one relieved to see the evening sunlight when we ascended. The red iron ore was evident on hands, clothes and faces and we all looked as if we had been sitting in the sun too long!

So it was back to the Castlerigg Camping and Caravan site outside Keswick, where Sylvia and I checked into our luxurious static caravan which was to be our base for the next week. It had a magnificent view towards Derwentwater and over a field full of Tractionts. Perfect.

Saturday dinner was at the Swan Inn at Thornthwaite, an excellent buffet with lots of vegetarian options, a rare treat for me and thank you Jim Rogers for ensuring this. Mini coaches were laid on to transport us to and from the venue so spirits were - literally - high by the end of the evening.

Sunday dawned with plenty of sunshine and we assembled in the campsite for a photo-opportunity. It was nice to see the two Transport Road Research Laboratory 'sixes' of Steve Southgate and Ray Andrews side by side, both immaculate, each with quite a history to relate. We set off with the hood down, again following the convoy through glorious scenery. One particularly pretty by-way was empty of cars except for us, with many groups of bemused hikers looking on. I had to admire the organisers' skill at avoiding the Bank Holiday traffic and mentioned this to Liz Rogers who told me that cars were not allowed on this particular road - hence the startled walkers. But obviously Tractionts are more than just cars!

Our destination was Holker Hall, to the south-east of the Lakes, a fine country house in magnificent gardens. We sat in the sunshine for lunch and toured the house, gardens and excellent motor museum with a feature display on Donald Cambell and a replica Bluebird. Even my mother enjoyed the museum, and it did have an excellent range of vehicles on display including a delightful Citroën Shp Camionette in the ubiquitous yellow.

The final evening was free and we spent it catching up with Malcolm and Jean Bobbitt who had been strangely absent from most of the proceedings. Despite being the principal organiser Malcolm had been obliged to work both days in his role as a guardian at a local oncient monument. So we had just seen him at the beginning and end of each day. But rest assured Malcolm, thanks to you Jean, Bob, Jan, Jim and Liz it all went perfectly, even if you weren't there to personally oversee it all.

Monday morning and the final day and everybody was saying farewells and mostly heading home. Some, not mentioning any names, were nursing spectacular hangovers and were heading up into the hills to take the Lakeland air. I walked up to Castlerigg Stone Circle, above the site - an impressive mini Stonehenge, with no A303 to spoil the tranquility. By lunchtime our field of Tractionts was just another field and it was all over.

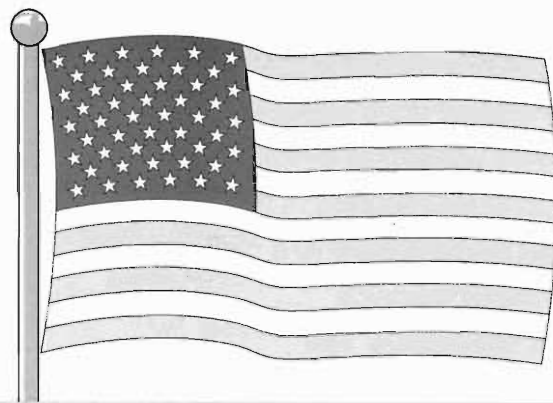
An excellent event and thanks to all who worked to make it happen. We went on to enjoy a very pleasant week at Keswick, with thanks to the Bobbitts for making us welcome and giving us a guided tour of their area. I would certainly like to attend again next year, and this time it must be in a Traction!



Holker Hall line up

toctours

ICCCR USA



August 9th - 11th 2002

ICCCR press release

The 12th International Citroën Car Club Rally will take place August 9-11, 2002, on the campus of the University of Massachusetts at Amherst.

UMASS presents a scenic and comfortable location to celebrate the 30th anniversary of the ICCCR, which will take place for the first time in North America. Citroën vehicles from the far flung corners of the globe will gather for this event presenting a unique opportunity to see Citroën cars never before displayed in North America.

Citroën Automobiles is a sponsor and a major participant in the ICCCR providing Museum vehicles, modern day Citroën and new prototypes. North Americans will have the opportunity to test drive a new Citroën vehicle, view historic Citroëns in a museum setting, learn the rich history of Citroën and see the Citroën cars of the future on display.

Citroën vehicles from North America, Canada, South America, Europe, Australia, New Zealand, and Japan will be arranged by model around the centre of the historic campus. The Student Union, adjacent to the show field houses the facilities to make this a care free event, including restaurants, lounges, vending machines, convenience store, bathrooms, ATMs, video games, post office, and coffee shop.

Amherst centre is within walking distance of the campus and offers a wide array of restaurants, pubs, and coffee shops and all the other amenities to make your stay a pleasant one.

Lodging will be available on campus in student housing. The rooms contain two single beds and bathrooms are adjacent. These rooms can be rented with or without linens. A single room per night, with linens and towels, costs \$30 per person, a double room, with linens and towels, costs \$25 per person per night.

While there is no camping at UMASS, we will be offering the rooms, without linens or towels, for those that wish to bring their sleeping bag, these rooms would cost \$24 single room per night, \$19 per person per night double.

Of course, there are campgrounds in the area and anyone who has their heart set on camping will find pleasant campsites.

Participants staying in the student housing can also enjoy meals in the campus dining hall, 3 meals per day (unlimited portions) at the cost of \$25 per person, per day.

Of course by staying on campus you will be able to avoid the traffic hassles usually involved with entering an ICCCR site.

A wide variety of hotel and motel rooms will also be available throughout the Pioneer Valley of Massachusetts, an area filled with typical New England villages and historic charm. The ICCCR will be an event of historic proportions and Citroëns will be driven and transported to the event.

Citroëns will be shipped, from Europe, by roll on/roll off carriers and will arrive in New York City, (projected cost of automobile transport is \$1,000 round trip), there they will be reunited with the owners for the drive to Amherst. New York City is served by all international airlines and will offer the most frequent and lowest cost

connections for international travellers. A route book will be available for the trip to Amherst, with the choice of two routes, one by highway and the most direct, one by secondary roads and more scenic. Driving time from New York City to Amherst is approximately 3 1/2 hours (170 miles).

Citroën owners throughout North America are presently dealing with their own logistics in terms of getting their Citroën to the event.

A raid from the western United States will be organised to allow Citroëns from the West Coast to caravan to the ICCCR with kindred spirits.

Citroën owners throughout North America are encouraged to get together with the Citroënistes of their state or area and enjoy the camaraderie of travelling together to the ICCCR.

Activities are now being planned for this three day event and will include a Concours d'Elegance, a Museum for the display of historically significant Citroën cars, a Swap Shop, and a Gala banquet.

You may wish to visit Montréal, Quebec, Canada following the ICCCR and enjoy the ambience of "La Belle Province." The following itinerary is currently suggested for the Monday, August 12. You would have a choice of following one or two routes from your route book, One would be the "fast lane" which will consist of a direct highway from Amherst to Montréal. This option would be designed for faster cars. This group would arrive in Montréal Monday night. The other road would be on the "scenic road" drawn out to explore, of course, the beautiful New England scenery. This group will arrive in Montréal on Tuesday in the afternoon. Montréal is 250 miles from Amherst.

At 6.30pm, Tuesday evening those who had previously reserved, and paid via the application form, will be asked to present themselves with their Citroën on Mont Royal for a Gala dinner. For the benefit of those of you who are not familiar with Montréal, Mont Royal is a mountain right in the middle of the island of Montréal. It is a protected scenic park. On clear days, one can see the Adirondack Mountains in Vermont. On Wednesday morning participants would be free to enjoy more of Montréal and the province of Quebec, or travel further afield, on their own, throughout North America.

Following the ICCCR and your vacation, the duration of which is up to you, your Citroën would be returned to the Port in New York for transport home. A registration package will be available and registrations will begin to be accepted on February 5, 2001. Admittance to the ICCCR will be by advance registration only.

Be a part of a unique Citroën experience!

VISIT THE ICCCR WEBSITE www.iccr.org

Click Clack

mine doesn't do that (anymore)

The sequel to Martin Vickerstaff's January 2000 article



The on-going restoration of my 11BL stopped abruptly in the middle of 1999. The restored and pointed rolling shell returned from the local Technical College, a superb job, but. Being told by the staff that they had managed to lose all the door furniture, locks hinges etc was the lost stow after the TWO year over run on the re-sproy! At this rate I would be too old to enjoy the car even if I managed to source all the missing parts!

In the December issue of F.P. I spotted an advertisement for a 1939 Light 15. I duly phoned and found the car was still for sale. Then broke the news to my wife as she called on her mobile phone on her way back from a dog show up country. A bit of a surprise to all concerned I think.

I arranged to go and see the car and borrowed the wife's car and a friend to keep me company (and to make sure I did not do anything silly). When we arrived at Fleet in Hampshire my companion said, "you have to buy that, it is Cornish registered." FCV 61.

Older members may remember this car being re-built and run by Mike Wheels in the eighties after 10 years off the road. Later owned by Rod Burn who was responsible for the pretty grey with black wings livery and a full re-trim.

After a road test a deal was struck and arrangements made to collect the car after Christmas, plus borrow the cash, that was on after thought. Nothing is impossible.

My first thought was to trailer the car back home as its total mileage for 1999 was 90 miles - making a non-stop run of 240 odd miles a bit daunting. A member from "Up north" Stan Platts said, "Drive it home lad", so I did. Fellow Traction owner Geoff Brooks and I

gained a lift from my wife who was off to yet another dog show plus B&B with her friend, thus cutting down costs considerably.

We set off for the drive back to Cornwall on a cold crisp clear Saturday morning, this proved to be a totally uneventful trip, the more miles we did, the better the car ran. We included a visit to fellow Traction owner Peter Stoodley at Bodmin on route and arrived home late afternoon. The 11BL shell has been sold to Andy Burnett and made the long trip to Scotland. It will, in time, be rebuilt and used.

As for my 'new' car, a Roger Williams clutch and a general service now means she is in daily use. I do urge all doubters to try your Traction as every day transport, practical, stylish and reliable, plus the admiring looks from other motorists make it such fun.

Back to the beginning, in spite of full lock being used regularly, and entirely due to Roger Williams it positively refuses to go Click Clack, so it now appears they do not all do that.



2000 National & International club events

August 18-20th EuroCitro 2000

Amicale des Clubs Citroën, Circuit du Mans.
or email: eurocitro2000@worldonline.fr

August 25-28th TOC Annual Millennium Rally - Astley Green Colliery Museum

Jarvis Greyhound Hotel (only 1 mile from Astley Green Colliery) is offering a rate of £20 per person per night inc Breakfast. Jarvis Greyhound Hotel & Lodge, Warrington Road, Leigh, Lancs. WN7 3XG. Tel: 01942 671 256, Fax: 01942 261 949

Friday - Arrive and book in at Astley Green Colliery for campers or Jarvis Greyhound Hotel. Barbeque at campsite.

Saturday - Visit to Transport Museum and Trafford Shopping Centre in Manchester. Evening - Barbeque - Fish Chips & Mushy Peas - Dirty Lancashire Beer!!

Sunday - Convoy drive over scenic Belmont Hills to beautiful 'Last Drop Village' - display cars, Village Green for Picnic/Tea/Coffee. Evening; Meal at the Jarvis Greyhound Hotel with entertainment.

Monday - Display cars at Astley Green Colliery/Museum - Awards - Club Shop - Spares - Driving Competition.

*Positively last chance to book. £26 per person.
Phone Barrie on 01565 873092 or 07940 561321*

October 1st Annual General Meeting

Please try to come along to our Annual General Meeting at the Solihull Borough Rugby Club, Damson Parkway, Solihull. Business commences at 2.00pm. For further details please contact Andrew York on 01932 787593.

2001

June 2-16 The Midnight Sun Tour

A one week trip to Norway to tour the North and see the Midnight Sun. Please contact Mick Holmes for more details on: 0870 012 2002.

June 15-17th TOC National Rally - N.B. REVISED DATES

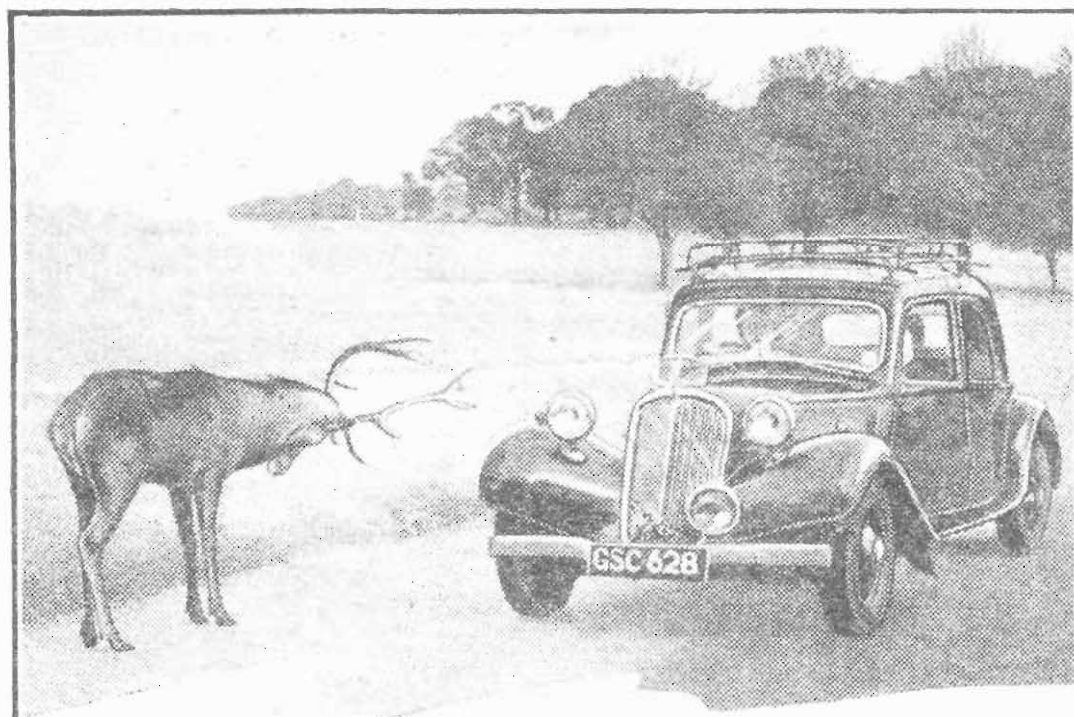
Venue: Bucklegrove Camping & Caravan site booked with a separate field and facilities. Plenty of B&B/hotels available. Saturday Evening: Hall and "Barn dance" band booked. Caterer lined up. Sunday: Wells Green Cathedral Green - this is a wonderful setting that we have been privileged to obtain. Telephone John Ogborne 01749 870501 for more information.

2002

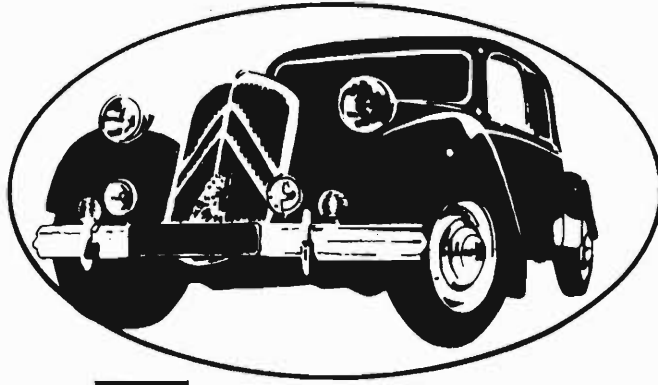
August 9-11th ICCCR USA

The 12th International Citroën Car Club Rally will take place on the campus of the University of Massachusetts at Amherst. See page 8 for more.

An interesting illustration from an old copy of Practical Motorist and Motor Cyclist, March 1955, found by Barry Lockyer whilst sifting through an old pile of magazines.



"Stand and Deliver!" A stag in Richmond Park adopts a hostile attitude towards a Citroën.



**TRACTION
OWNERS
CLUB**

tocagm

Minutes of the
Annual General Meeting

held at the
Solihull Rugby Club,
Sunday 26th September 1999

tocagm

Minutes of the Annual General Meeting of the TRACTION OWNERS CLUB LTD.

Held at the Solihull Rugby Club, Solihull on Sunday 26th September 1999.

1) Welcome

Alec Bilney, Chairman of the Traction Owners Club opened the AGM at 1415 hrs. He thanked everyone for attending but said there was one important person missing and that was Stan Barker who died earlier this year and whose funeral had been well attended by club members. In his memory, his son Paul Barker has donated a cup to the club to be used as an annual award. The formal business of the AGM would be performed first, according to the agenda published in the July 1999 issue of the club magazine Floating Power. Copies of the agenda, accounts and a list of current directors and officers of the club were made available.

2) Apologies received

Helen Brixton, Roger Dyer, Keith Feazey, Richard Hooley, Marcus Lasance, Martin & Vicky Nicholson, Peter Riggs, Tim Walker.

3) Treasurers Report

Terence McAuley reported a small profit was made on the year 1998-99. He explained by the use of a graph that the profit/loss of the club had a small but satisfactory excess on income over expenditure for the past eight years, which averaged 14%. Subscriptions were adequate to cover current magazine costs. Acceptance of the accounts was proposed by Graham Jones and seconded by Richard Du Pont. The vote was unanimous to accept the accounts as presented by the Treasurer. TM recommended that the clubs auditor, CR. Taylor FCCA be re-appointed for another year. This was agreed.

4) Director Nominations

In accordance with the Articles of Association the club is required to have at least three and not more than seven directors and each year one third of the directors shall retire by rotation. There are at present five directors. A.Bilney, R.P.Dyer, C.M.Gosling, S.J.Reed and A.York. The company secretary is Terence McAuley. No new nominations had been received. The two directors who retired were Alec Bilney and Colin Gosling both of whom offered themselves for re-election. No objections were raised and they were re-elected.

5) AOB

No other formal matters were raised.

Close of the formal part of the AGM of the Traction Owners Club Limited meeting at 1430hrs.

6) Minutes of 1998 EGM & AGM

The chairman said that the minutes of both meetings had been published during the year and that no comments or suggestions for improvements had been received. The minutes of the EGM were approved. Proposed by Mick Holmes, seconded by Steve Reed. The vote was unanimous to accept the minutes. The minutes of the AGM were approved. Proposed by Bernie Shaw, seconded by Tony Latchford. The vote was unanimous to accept the minutes.

7) Chairman's Report

Alec Bilney said that the committee had met five times in the past year and its officers had performed all of their duties well. The

membership had remained healthy and the spares has a new volunteer in charge, Mr Chris Treagust. A spares subcommittee had been established, headed by Tony Hodgekiss; the magazine had been published regularly; the annual rally was organised by Paul and Pat De Felice and had been a great success; and a new club rule book had been printed ready for despatch with the next magazine.

When Stan Barker died the club had lost its social secretary, but the outline of this years events had already been organised well. For the future, however, the club needed a new person to take on this role. The committee decided to approach some members and Tony Latchford had volunteered to take on this role.

8) General Secretary's Report

Andrew York said thank you to all those attending as he knew how difficult it was to give up Sunday. This was his third AGM as secretary and a lot had happened to the club in that time; and he felt the committee members should be congratulated for their efforts to keep the club going, be it social or business. AY continued by saying that his work was mainly to take the minutes of the committee and AGM meetings, and that he worked closely with Terence McAuley and Alec Bilney on administrative club matters AY said he had enjoyed his time as secretary and looked forward to another year working with the committee.

9) Social Secretary's Report

Mick & Moira Holmes who took over the role of Social secretary on a temporary basis started their report by saying that Stan had done a very good job in laying down the groundwork for this years events. Mick Holmes then ran through the events. Christmas Bash Walsall 1998; thanks to Steve Southgate and Barrie Longden again for arranging the event and organising such a successful weekend. 1st/2nd May, International Classic Motor Show at the NEC had 5 cars on show on a stand shared with the CCC and Panhard clubs. 14-17th July, Tour of Brittany; this year 19 cars joined the French club for a four day tour of the South Brittany coastline starting at Ton Smoulders campsite at Sarzeau and finishing in Rennes. 21-23rd August, Annual Rally, Hertford; thanks to Paul & Pat De Felice for organising this rally; excellent campsite, Saturday evening dinner/dance and venue for Sunday and the driving skills competition, all worthy of a mention. Future events. November, NEC Classic Car Show; stand is planned to have four cars this year. Tour of Brittany next year will be part of a month long Tour de France. Tony Latchford will produce a program of events for next year and he will be looking for volunteers for the Annual Rally 2000.

10) Membership Secretary's Report

In Peter Rigg's absence his report was read out by AY. "Current membership is 546, of these 148 pay by direct debit, 84 by credit card. 366 members are in the levy scheme. In July, 103 personal final reminders were sent out, of these 44 responded with payment. Therefore 59 members for the last paid up year had had their membership suspended. To date from 1st July 99 we have had 39 new members, 10 of these through internet information. New membership applications to the TOC remain consistent and I expect, as in most club years, they will match the numbers who drop out and increase the membership slightly." The report was accepted by the meeting.

11) Spares Report

Tony Hodgekiss (AH) reported on the current status of the spares.

The stock was moved in April to the new facility near Chichester which is being run by Chris Treagust (CT). CT has a working history in the motor industry, but is now a postman and so has some time available to run the spares, but due to his working hours he will not be seen at events and contact will be mainly via the answering service on the spares hotline. The facility is off the beaten track and is not manned every day so visits are by appointment only. CT is working with the old stock supplied to him and is at present locating new suppliers in his area. The subcommittee is currently reviewing the range of spares supplied. It will put emphasis on Slough parts. Future plans are to computerise stocktaking, invoicing, etc. Before the computer can be used successfully the part nos. will need to be standardised and this is being worked on at present. The spares list will become similar to the Citroën parts manual, using Citroën part nos. An example of the new manual was shown. The price list will be separate from the manual. The subcommittee will decide on which parts will be re-manufactured, sold to overseas clubs, etc. They are also considering whether to stock complete reconditioned items, such as, engines, gearboxes, front cradles and relined brake shoes to name a few. During the AGM, members were invited to complete a survey intended to show which parts they would like to see available from the club spares in the future. This could also be extended to the website. AH asked for feedback from members who had used the club spares service recently. Graham Jones asked how overseas members were served. Dennis Ryland explained that they were served as well as UK members through the services of the post office and by freight companies.

12) Editors Report

The new editor Richard Hooley was not present but Jonathan Howard who had recently handed over editorship gave a report for the year. He said he had produced the last 4 issues by himself, prior to that it was shared with Glen Robb. Magazine costs had been carefully monitored and the printers did a good job considering the cut and paste method used. JH continued by saying that as editor you cannot please everyone all the time. He thanked all those who showed their appreciation while he was editor.

Tony Latchford asked for a written thank you to JH in next magazine.

13) Club Shop Report

Keith Feazey was absent and his report was read out by AY "There has been a steady trade during the year and thanks to our treasurer's watchful eye we have managed to turn in a modest profit. I regard this as satisfactory. In the near future there will be a need to have new windscreen stickers made and perhaps a new design for T shirts. I am constantly looking for new items that will be of interest to members and can be bought in the numbers that will sell and not be left on the shelf. If anyone has any ideas please let me know. With thanks to everyone for their continued support". The report was accepted by the meeting.

12) Election of President, Secretary and Treasurer

The Chairman started by saying that the TOC has only ever had one President, Stan Barker. He was nominated and appointed quite spontaneously at the 1994 AGM. The post is now vacant and we have no formal nominations for the post. The meeting agreed to leave the post vacant. No nominations had been received for the posts of Secretary and Treasurer but the present

incumbents, Andrew York and Terence McAuley had both indicated a willingness to continue.

The chairman suggested that the posts should be voted on together, and a unanimous vote in favour of re-election followed.

13) Election of the Committee

In accordance with the rules of the Club, one third of the committee shall retire each year by rotation. Retiring members who are willing to continue in office will be eligible for re-election.

The following committee members have resigned: David Gardner, Jonathan Howard, Glen Robb, Dennis Ryland.

Two committee members have retired and have offered themselves for re-election: Keith Feazey, Colin Gosling.

Correct nominations had been received from two club members for election to the committee: Graham Jones, Tony Latchford.

Paul & Pat De Felice made an appeal to be allowed to have their names added to those above for nomination to the committee. Terence McAuley proposed and Bernie Shaw seconded them. The decision was put to the floor and it was agreed by all attending.

A unanimous vote was received electing all those named to be members of the committee.

14) Availability of the membership list

Roger Williams asked for discussion on whether the membership list could be made available to members. He wanted to make it easier for members to contact each other. He said that other clubs published their membership list every year. The list should only be made available to members and the renewal form could have a check box for use if members wished their name to be excluded. Steve Reed recalled an earlier problem when the wrong sort of people obtained a copy of the list, leading to members being contacted by commercial salesmen. In discussion, there was clear support for the list being more readily available, but there was also clear desire to avoid any commercial exploitation. The chairman asked the floor for a show of hands and the meeting indicated that the majority were in favour. The committee was instructed to process the matter and John Oates will advise the committee before next April.

15) AOB

Jonathan Howard wanted it to be known that the price printed in the July issue of Floating Power 'In Committee' was the cost price of the new front wings currently being made for the club and was not the selling price to the membership. Roger William's asked how the club got itself into this situation and the chairman read out a statement explaining the history of the Front wings saga. Copy attached. Fred Annells asked for clarification of the policy of awarding club trophies to non members. There was discussion on the subject and the committee was instructed to decide on a policy on this matter.

As there was no further business the Chairman thanked everyone for coming and wished them a safe journey home.

Meeting closed at 1630 hours.

tocnotice

Notice is hereby given of the Annual General Meeting of the Traction Owners Club Limited, to be held at the Solihull Borough Rugby Club, Damson Parkway, Solihull on Sunday 1st October 2000, commencing at 2.00pm.

The business shall be to receive the report of the Committee, to approve the report of the Treasurer, to elect the Directors and Committee members and to consider any formal resolutions received.

Proposals for subjects to be discussed should be received by the Club secretary before 15th September 2000

The Club at present has five directors. The articles of association require that one third of the directors be elected at each AGM. Nominations are accordingly invited for two qualified people to stand for election.

The following existing directors are standing down, both of whom are eligible and are offering themselves for re-election: Andy York and Steve Reed. Nominations must be in writing, be from a paid up member, include an indication that the nominee agrees to serve and be received by the Club secretary before 1st September 2000.

The Committee may consist of up to eighteen members. The rules of the club require that one third of the committee be elected at each AGM. Nominations are accordingly invited for up to six people who are willing to stand for election. following existing committee members are standing down: Alec Bilney, Tony Hodgekiss, John Oates, Peter Simper, Steve Southgate and Steve Reed. Of these, Alec Bilney, Tony Hodgekiss, John Oates and Steve Southgate are offering themselves for re-election. Again, nominations must be in writing, be from a paid up member, include an indication that the nominee agrees to serve, and be received by the Club secretary before 1st September 2000.

Nominations are invited for the post of Secretary, and the post of Treasurer. The present Secretary, Andy York, will not stand for re-election.

The treasurer, Terence MacAuley, is offering himself for re-election.

A notice of all nominations received will be circulated in early September.

By order of the Secretary.

Annual Rally

Friday 25th August to Monday 28th August 2000 Centred on Astley Green Colliery Museum, Nr Manchester



Jarvis Greyhound Hotel (only 1 mile from Astley Green Colliery) is offering a rate of £20 per person per night inc Breakfast. Act now! Contact *Barrie Longden* for further details on 01565 873092 or 07940 561321

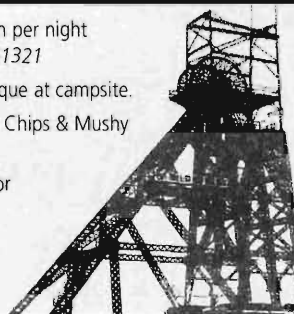
Friday - Arrive and book in at Astley Green Colliery for campers or Jarvis Greyhound Hotel. Barbeque at campsite.

Saturday - Visit to Transport Museum and Trafford Shopping Centre in Manchester. Evening - Barbeque - Fish Chips & Mushy Peas - Dirty Lancashire Beer!!

Sunday - Convoy drive over scenic Belmont Hills to beautiful 'Last Drop Village' - display cars, Village Green for Picnic/Tea/Coffee. Evening; Meal at the Jarvis Greyhound Hotel with entertainment.

Monday - Display cars at Astley Green Colliery/Museum - Awards - Club Shop - Spares - Driving Competition.

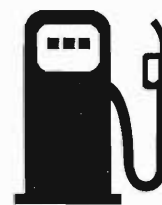
Please Book Now.



Application Form

Send completed form and cheque (made payable to 'T.O.C.') to:
Barrie Longden, "Anna Purna", Moss Lane, Mobberley, Cheshire, WA16 7BP

NAME	FIRST NAME	NO OF ADULTS IN CAR @ £26 each
ADDRESS		CHILDREN & AGES
TOWN		VEHICLE
COUNTY		Model
POST CODE		Year Colour
TELEPHONE NO		Registration No



Leaded Petrol to continue indefinitely

Extract from FBHVC Newsletter, June 2000

FOLLOWING DISCUSSIONS with leaded petrol supplier Bayford Thrust and manufacturer Futura Petroleum, the DETR has confirmed that the availability of leaded petrol supplies should continue for as long as the companies are willing to supply the fuel. FBHVC members will remember that this situation has only come about because of the initiative of our President Lord Montagu raising the matter of leaded petrol in the House of Lords.

The DETR states that the derogation in the European Union directive on leaded supply - which provides the basis for the continued supply of leaded petrol - is not time-limited. Subject to satisfactory compliance with the conditions of the permit, they do not anticipate discontinuing the permit arrangements for any current permit holder.

A great deal of work has been involved in setting up current supply chains and logistical infrastructure Bayford Thrust and business partners BWOC have added a site to the supply network every working day of the year so far. One obstacle has been their inability to reassure both service stations and motorists of the long-term availability

"We are very grateful to the DETR for their recent comments. As a classic car owner myself this is excellent news and will bring a great deal of relief to many enthusiasts across the country" Jonathan Turner of Bayford Thrust told us. "The petrol retailers, too, have been concerned about the long term availability for their customers. What the classic car driver now needs are more service stations to commit to stock leaded fuel."

Futura Petroleum are supplying the leaded to Bayford Thrust and they have just confirmed that the octane rating is 99.7. This is more good news for the classic motoring enthusiast. In many cases the octane rating is more important than the lead. We are almost back to the days of Five Star!

"The leaded petrol currently sold by ourselves and Bayford has an octane rating of 99.7 and more importantly we can confirm that for the rest of the year the rating will be 99 or above", James Milne of Futura told us. The major oil companies are being very helpful as quite a few of the service stations carry their brand. Esso have recently confirmed that they are prepared to consent to their independent dealer sites selling leaded four Star provided they comply with obvious branding and operational requirements.

If you would like your local garage to stock leaded fuel ask them to call Bayford Thrust on 01937 541111.

ADDITIONS TO MARCH NEWSLETTER LISTING: GARAGES SELLING LEADED FOUR STAR

Avon

Markham Filling Station, Martcombe Road, Easton in Gordano, BRISTOL, BS20 0QH, 01275-372122

Bedfordshire

Chalk Hill Service Station, Watling Street, Chalk Hill, NORTH DUNSTABLE, LU6 1RS, 01582-475588

Sawfords Garage Limited, Church Street, Tempsford, SANDY, SG19 2AN, Tel: 01767-640238

Berkshire

Gleneagles Garage, Victoria Road, Wargrave, READING, RG10 8AH, 0118-9402961

Buckinghamshire

Pinewood Services Ltd, IVER, SLO ONL, 01753-653600

Cheshire

Park Filling Station, Lymm Road, LYMM, WA13 0UA, Tel:01925-757106

Clwyd

Dobshill Garage, Chester Road, Dobshill, HAWARDEN, CH5 3LZ, 01244-545115

Cumbria

Grizebeck Service Station, Grizebeck, KIRBY-IN-FURNESS, LA17 7XH, 01229-889909

Derbyshire

The Garage at Smalley, 75 Main Road, Smalley, ILKESTON, DE7 6DS, 01332-880279

The Cottage Filling Station, Swarkestone Road, Cuttle Bridge, SWARKESTONE, DE73 1JB, 01332-700304

Ladywood Service Station, Baslow Road, Holymoorside, CHESTERFIELD, S42 7BN, 01246-569864

East Sussex

Classic Dream Machine, Little London Road, Horam, HEATHFIELD, TN21 0BN, 01435-812539

Essex

South Hills Garage, South Hill, Langdon Hills, BASILDON, SS16 6JD, 01268-542234

Hampshire

The Garage, Farleigh Road, Cliddesden, BASINGSTOKE, RG25 2JL, 01256-322376

Hertfordshire

Biggerstaffs Garage, Green End, SARRATT WD3 6AR, 01923-262591

Kent

P D Andrews, rear of Tollgate Service Station, GRAVESEND, DA11 7NP, 01474-564481

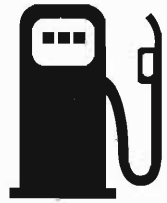
Flight Service Station, 160-166 Main Road, Biggin Hill, WESTERHAM, TN16 3BA, 01959-270310

Lancashire

Forton Motors, Lancaster New Road, Cabus, GARSTANG, PR3 1AB, 01524-791778

Junction Garage, Liverpool Road, Longton, PRESTON, PR4 5QD, 01772-616152

continued on next page...



Leicestershire

Broughton Astley Motor Spares, 34 Main Street, Broughton Astley, LEICESTER, LE9 6RD, 01455-284220

Lincolnshire

Pointon Garage, High Street, Pointon, SLEAFORD, NG34 OLX, 01529-240471

Middlesex

Baberbridge, 13 Staines Road, North Feltham, FELTHAM, TW14 OHW 020-8890-6256

Norfolk

Wortham Garage, Bury Road, Wortham, DISS, IP22 1PX, 01379-898437

Northamptonshire

Acre Lane Garage, Acre Lane, Spring Park, NORTHAMPTON, NN2 8BN, 01604-843413

Townsend's Garages Limited, 58 High Street South, RUSHDEN, NN10 0QY, 01933-359111

Oxfordshire

Tiddington Garage, Oxford Road, Tiddington, THAME, OX9 2LH, 01844-339210

Somerset

Shepton Mallet Motors, Townsend Road, SHEPTON MALLET, BA4 5SB, 01749-344422

Upton Noble Garage, Gullys Lane, Upton Noble, SHEPTON MALLET, BA4 6AR, 01749-850226

South Yorkshire

White Lane Service Station, 179 White Lane, Gleadless, SHEFFIELD, S12 3GF, 0114-2398769

Staffordshire

Crown Garage, Cheadle Road, Leekbrook, LEEK, ST13 7DR, 01538-382600

Mount Garage, Leek Road, Werrington, STOKE-ON-TRENT, ST9 ODQ, 01782-550241

Surrey

Arnolds Garage, Shottermill Pond, Camelsdale, HASLEMERE, GU27 3RB, 01428-643192

Warwickshire

Station Garage, Warwick Road, Kineton, WARWICK, CV35 OHT, 01926-640233

West Midlands

Norton Canes Service Station, 154 Lime Lane, Pelsall, WALSALL, WS5 3AS, 01543-373444

Gospel Oak Service Station, Gospel Oak Road, TIPTON, DY4 OPS, 0121-556-1372

West Sussex

Golding Barn Service Station, Henfield Road, Small Dole, HENFIELD, BN5 9XH, 01903-814444

West Yorkshire

Moor Motor Services, King Lane, Alwoodley, LEEDS, LS17 7AW, 0113-2673733

Thrust Granada Service Station, Junction A1/A63, South Milford, LEEDS, LS25 5LF, 01977-682711

Wiltshire

Circuit Motors, Chippenham Road, Castle Coombe, CHIPPENHAM, SN14 7EY, 01249-782596

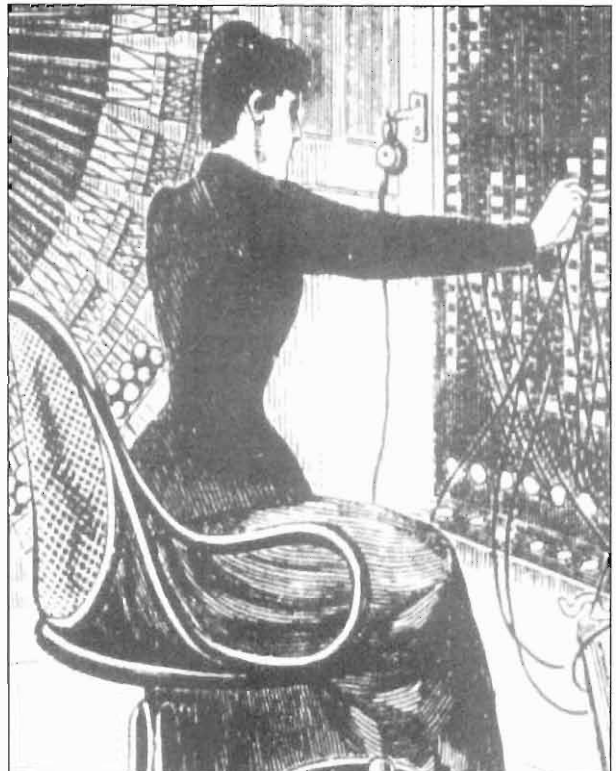
St. Margarets Garage, Highworth Road, Stratton St. Margaret, SWINDON, SN3 4QW, 01793-823166

Worcestershire

Bridge Garage, Abbey Road, EVESHAM, WR11 4ST, 01386-765171

Ryecross Garage, A438, Birtsmorton, MALVERN, WR13 6AF, 01531-650241

N.B. Please add to address of Stopgate Service Station, Yarcombe Devon - at junction of A303/B3170.



tochelpine

0870 012 2002

from abroad

0044 115 911 0960

toc section scene

West of England section

July 2000

The year continues in style with generally well-attended and successful monthly meetings.

April - We met at the Red Lion in Laycock, Wiltshire for a pub lunch. The afternoon gave us the opportunity to visit Laycock Abbey, the home of Fox Talbot the pioneer of photography. Many will remember the picture-postcard village of Laycock from the 1998 Rally. We were also joined by the intrepid Tilleys who had made the trip from Southampton in their "TR".

May - A small but select gathering at the Compass Inn near Bath followed by a visit to nearby Dyrham Park.

June - A popular meeting at the Tudor Arms in Slimbridge. After a meal in the pub, many took advantage of the fine, if windy, weather to stroll along the canal or to visit the Wildfowl Trust on the banks of the Severn. We were also delighted to welcome Pearl and Bernie Shaw who had just collected their Traction from Dennis Ryland.

July - There was no meeting in July due to the proximity of the Brittany and Champagne & Chocolates Tours.

August - This will be a second attempt at a picnic at Longleat - last year was comprehensively rained off. This year we will have an alternative venue just in case the heavens are not kind to us!

September - A return visit to the Tredegar House Rally in aid of Leukaemia Research. Those who have not yet booked should contact either Tony Malyon or me for an entry form - there is a small booking fee (which goes directly to the charity) for late bookings. This is an excellent event on a grand scale which is well worth visiting whether exhibiting or not.

If you do not receive monthly details but wish to attend any of the above meetings, please give me a call beforehand just in case there is a change of plan.

John Ogborne
01749 870501

jogborne@compuserve.com

Mid-Shires section

August 28th - St John's Ambulance Invitation (only) Classic Car charity fun day and parade at Grimsthorpe Castle. Please let me know if you wish to take part.

September 10th - BBQ at Bernie and Pearl's.

October 8th - Treasure hunt en-route to Gaydon Motor Museum.

November 4/5th - NEC Classic Car Show PLUS separate event for the ladies.

December 2nd/3rd - Christmas Bash, Walsall (£99 per couple)

December 10th - Mid-Shires Christmas Lunch, Donington Manor Hotel.

Helen Brixton
email: mid-shires_toc@upaloft.co.uk

Scottish section

15/16 July - Wheels of Yesteryear - Dalmeny House -

The Club Stand had five Tractions on display: David Williamson - Roadster, Bob Agnew - Light 15, Ian Nairn - Light 15, Maurice Millar - 11 Legere, Kenny Cocker - Light 15.

In addition to the cars we presented an informative show of Traction posters and a complete front cradle and transmission assembly from Kenny Cocker's familie (the latest project) to show the public the advanced design of Citroën's Traction Avant system.

We were extremely fortunate in having John Savelli's collection of Tractions on the adjacent stand, including the first public appearance of his 193 Slough built Light 12 coupe since its recent restoration now resplendant in two-tone red and ivory.

This impressive array of a large variety of Traction models obviously impressed the judges as the stand was awarded runner-up in the "Best Club Stand Award".

Andy Burnett and myself were also awarded the dubious honour of judging the cars on a neighbouring classic club stand - we did our best to look knowledgeable on a variety of 60's cars which we could remember from our youth but preferred to forget!

Many thanks to all who helped make the day a success in particular Julie, Maurice for the paperwork and Chris for the weight lifting?

Next event - there's nothing organised as yet but we hope to have an autumn get-together, any suggestions/volunteers?

The CCC rally at Stirling (Doune) on 5th August will probably be over by the time you read this. Photos of Dalmeny hopefully for the next issue.

Kenny Cocker
01821 650436. Email:ken@hillfoot.fsnet.co.uk

London section

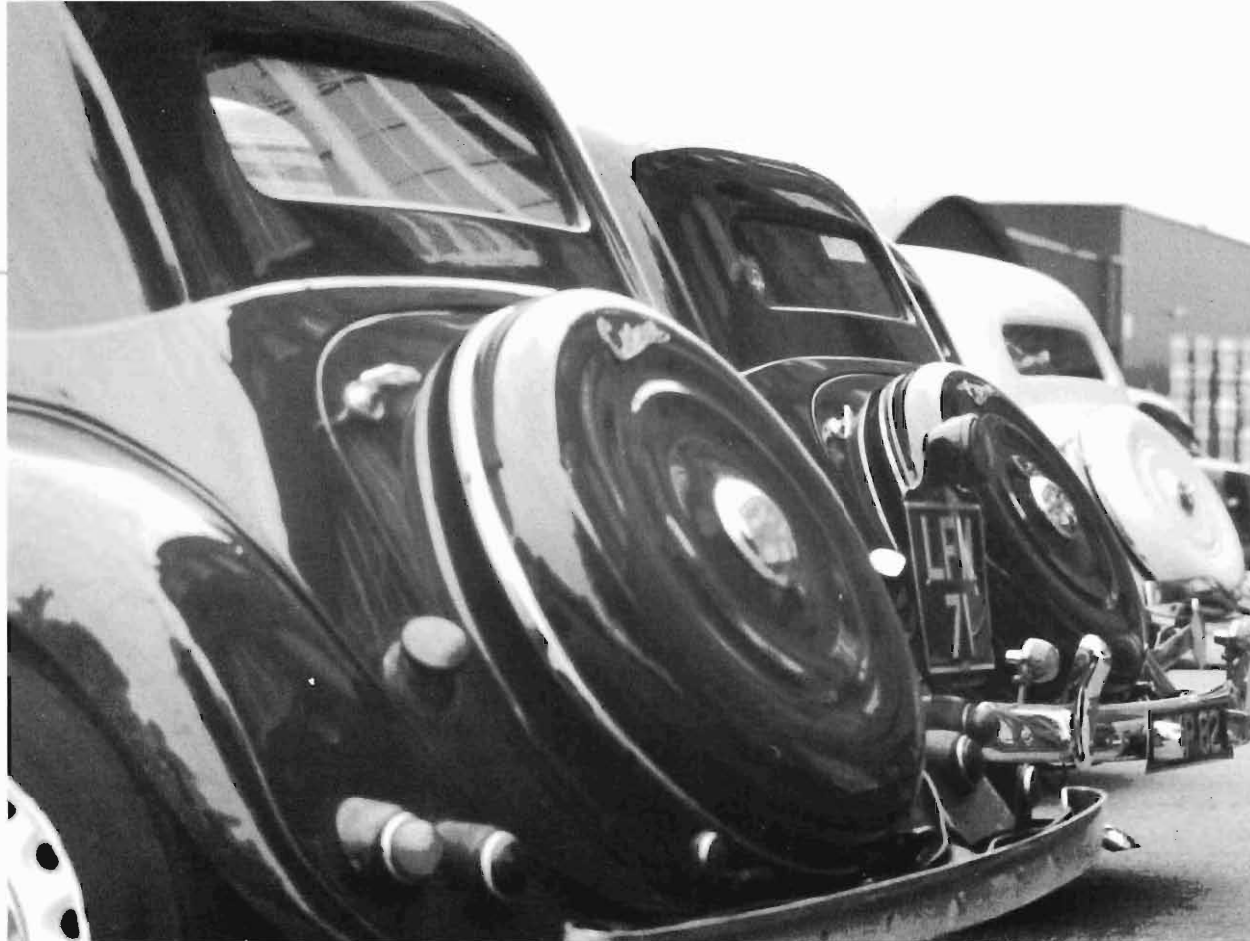
Tuesday 29th August - Club Night, Rose of York

For information on anything listed please contact Pete or Sue Simper - Day 8am - 6pm: 0181 560 3267 or
Eve 8.30pm - 10pm: 0181 891 1093.

New Members

The following new members are welcomed to the TOC and we hope you enjoy meeting fellow enthusiastic Tractionistes and making new friends.

1657	T.A. Wright, Box, Corsham, Wiltshire
1658	M. Cotton, Christchurch, Dorset
1659	R. Fussell, Ockbrook, Derbyshire
1660	R. Gilly, Croydon, Surrey
1661	N. Davidson, Scotby, Carlisle
1662	C. Hart, Harwich, Essex
1663	R. Carlin, Allestree, Derby
1664	D.C. Long, Rochester, Kent
1665	A. Galt, Salisbury, Wiltshire
1666	B.L. Wade, Eagleby, Australia
1667	C.J. Richards, Rugely, Staffordshire



Sensual Curves

Stuart Watson

"Sensual curves. Exactly. Designed by fountain pen. I'd say. Not computer... Oh yes. Runs perfectly... Actually no, she's an Onze Legere '54. You can tell by the big boot.

Well, when I first saw them, my French mother-in-law rumbled on about the Gestapo and it kind of put the mockers on me buying one, but then I eventually talked my wife into letting me get one and left her to deal with her mother. Personally, I prefer to remember the romance of Maudit.

You've never heard of...he was a detective in the days of black and white TV... No, no. Much later than The Keystone Cops.

Obsolete? Hardly! Parts are easy to get and honestly she's cheaper to run than that modern car of yours... Yes that's true, but there are hundreds of Traction owners all over Britain and they, well we really, have a club spare parts system... Well, no. I'm not actually very sure how it works. I think you just ring them up and order the bit you need.

A spares list? Oh no, only the Club Committee and the spares man are allowed to have those. But I've driven all over Europe towing a caravan and you soon find other Tractionists to lend a hand and offer supply lines for spare parts... Tell the Club? Well, yes. I suppose it would be very useful if everyone did that. Make up a sort of European directory.

Portugal? How did you... ah. You've been speaking to my wife. No, no, no. She saw the funny side in the end. I've had this four-speed gearbox conversion done, you see and I was just day-dreaming whilst warming up the engine, as one does, when the car suddenly dropped into gear and trundled off over the horizon.

No, seriously it just stalled but it wasn't so funny at the time you know, as we were camped in the middle of nowhere. It turned out that the adaptation to the front support bracket to the gearbox had only been spot welded to locate it and the full weld had never been done, so when the weld broke, the front of the box dropped pulling the car into gear. But then the roads are very, very rough in Portugal. So it's hardly surprising that it broke.

We were close to Porto. In the North. Where the port comes... Oh you know that. Well anyway, I found this English guy who specialises in gearboxes, but he was shortly going back to England on holiday, so he put me in touch with this specialist in veteran cars. Luckily he spoke French.

Well, because we don't speak Portuguese, obviously. Anyway, he'd just opened his new workshop in the middle of these rolling green hills and lush vineyards, minutes from a fantastic restaurant although it's better described as an eating place, really. You see, you go through the actual restaurant to the barn at the back where about a hundred farmers gather for lunch and... What?... The welding? Oh yes. That was sorted out in no time.

Well I suppose it did take a little longer than that... no, she was pretty good about it, really. The restaurant helped, of course. Being half French, she's easily pacified with a good feed... Ah. So she told you about that too? No, no. It was just one of those things. The top front gearbox bearing went after only a few thousand miles and I had it replaced.

Well yes. It did go again, actually. I'm not sure why, but I believe the faulty ones were imported from the far east or somewhere.

Floating Power

Anyway, the bearing in there now is British. What did she say?... Oh hardly. Just a bit of bad luck, really.

It's not funny chum. Yes. The car was sitting there warming up... Yes, again. When I came back there was a horrible burning smell and the bolt that holds the bearing in place...yes, alright, the same much replaced bearing had come undone.


I can't see the humour in it at all. It took three months of searching by an incredibly helpful chap in London to discover that there were no spare bolts or gear boxes in Europe. Well actually, we did find one in the end, but it got lost in the post from Holland... Oh, ha ha.

I ran up an enormous phone bill you know, and an even bigger bill at the local Internet Cafe. Cost me a bomb... What, me?... On the Net? Nah. Can't see the point right now. Anyway, I was very lucky really, this chap had one all the time but it had been set aside for another conversion. So now, quite a few bob later. I have a spare gear box and I'm all set. At least I think I am...

Oh yes, I believe loads of other members have had four speed conversions... Um... I don't know what they'll do. But then it depends on whether they have the early or late ID 19 box. Mine is the later box with the long bolt. If they have the earlier one with the short bolt, well, we found at least twenty of those.

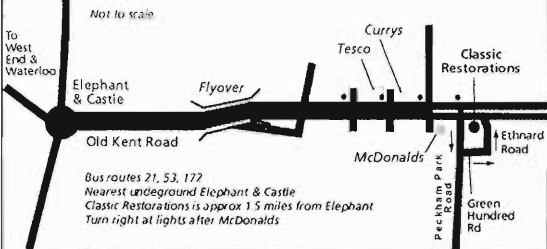
We could what? Start a new Long Bolt Club... mmm, very droll.

Convert it back to three speed? Oh aren't we the cynical one. I still tow my caravan, you know, so... What?... Of course I'm glad I converted it in the first place. As I've been saying, it's an incredibly reliable car and she said what?



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We've moved to new premises - more space, more facilities, and a better service for you, the customer. We'll continue to offer the full range of expertise for Traction - whether you're interested in restoration, servicing, spares or purchasing a Traction. Make a note of our new address and phone number - and if you'd like to visit us, please call John Gillard on 0171 358 9969 and arrange an appointment.



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No. no. Of course we'd never sell it. Well she'd never... well you must have misunderstood her... look, must go and straighten a few things out... She ran off in which direction did you say? Right... What?...

Oh, sorry. Very nice to meet you too...



toc correspondence

COMPETITION

Concerning John Worthing's comments concerning a 'Competition Section', I would very much welcome events with a competition element and would certainly support any local or national events run by the TOC - if possible.

In the meantime, however, a 'Competition Column' in Floating Power would be useful. There are a fair number of Tractions competing in Classic Rallies. Jacqueline and I have done three Scottish 'Classic Malt's Rallies'. On one of which we were joined by a Swiss Traction. Both cars completed the course with flying colours.

I know, at time of writing, there are Tractions completing the 2000 Mile Trial (roughly - I use the term advisedly - Holland, Artic Circle - Holland leaving the Baltic on your left) and the Round the World Rally (roughly - round the world).

I'm sure there are many more 'competition' Tractions out there.

For starters, it might be worthwhile asking for the experience of Traction owners (member and non-members) who have competed with their cars with special reference to: 1) How competitive they were? 2) What cars were they competing against? 3) How did the car stand up to the event? 4) What modifications did they carry out before and, more importantly, after the event?

Personally, with very little modification (CV. joints, diaphragm clutch and Roger Williams 'strengthened' gearbox), we have found our 11BL 1954 capable of taking anything we have asked of her, although the amount of unmetalled roads we have competed on has been relatively small.

Hoping this provides some food for thought and enclose a picture of 'Edith' "Three wheeling round Gragganmore distillery".

David Baird, Holywood, Co. Down



Must have been in a hurry to get into the tasting room. Ed



BIG 6

I write to seek help from other owners of Six Cylinder-engine cars. The January 2000 edition carried a supplement on maintenance, and reproduced the advice in the 6-cylinder owners' handbook (which of course I own anyway). In the seventh picture, that is the third on page 13, it indicates how to lubricate the clutch fork shafts, with an arrow pointing to little holes on left and right of car.

For the life of me, I cannot locate either hole, even after scraping the (lovingly applied during rebuild) paint off.

Can someone enlighten me, where the holes really are, or whether 1953 models did not have them, or whether the handbook is simply wrong?

Alec Bilney, Kingston-Upon-Thames



DOWN IN FLAMES

Whilst idly leafing through my sons Pokémon magazine, trying to get some insight into why these curious creatures should preoccupy his every waking moment, the enclosed page caught my eye, and I convinced him to let me cut it out.

Obviously the picture is the stuff of nightmares, and would send a shudder through any self respecting Traction owner.

Roy Hamley
Killyleagh, Co. Down, N. Ireland

DUCHY FORESTRY

May I, through Floating Power, ask if Norman Moore in Ireland would contact me regarding his Cornish registered Light 12 ECV 616.

I run a 1939 Light 12 reg FCV 61 and believe it was first owned by the Duchy Forestry Dept, and that two Citroëns were purchased by them, and now wonder if Norman's is the other one.

Also any info regarding Cornish reg Citroëns would be appreciated.

M J Vickerstaff
2 Adams Row, Scorrier, Redruth, Cornwall, TR16 5AR.

THE THINKER

The enclosed photograph, appeared in The Times 28th June 2000.

Perhaps rather unfortunately, the context of the photograph is an article entitled 'The male midlife crisis. How to deal with it'. In the case of T.O.C. members, I suppose we are to reason as follows:

If you look at the photo you see only a French-registered, post-war Traction, probably a Familiale, then you're probably in, or beyond a mid-life crisis.

If, instead, your eyes alight on the voluptuous statue in the foreground and only much later happen to notice the car, then you're still doing fine.

Personally, I'm not letting on. I would also add that if you think 'Testosterone' is a top-of-the-range Ferrari, then you definitely have a problem!

Clive Hardy, Chelmsford




ARCHIVES

Being the Editor for a club magazine is not easy. I know, because I edit the Amilcar Register Magazine!

Do please continue to publish technical articles, and could people like David Boyd be asked to contribute some of these? I also like articles on restoration work, owners cars, and the like - I am afraid reports of social happenings do not appeal. I particularly would like to see items on the history of the cars and the company. I know, I know, you are only the Editor and you can only print what people send in! However, does the Club have some sort of archive somewhere, if so isn't it about time we had an archivist? The Editor could then be fed on a regular basis with items from the archive for publication. We do this in the Amilcar Register and it works very well, with members responding to such articles in following issues, gives me lots of copy!!!!.

I am always saddened to read any derogatory or carping comments made about members or officials of the Club... life is too short for this... and some of us have to put up with similar at our place of work... interest in, restoring and running the cars should take precedence, and should be the basis of the magazine.

Mike Tebbett, Malvern, Worcestershire

 Any offers? Ed.

Southbound

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This is charged in addition to the above prices. Please allow for sufficient. Note: I have not yet had to send an umbrella through the post. It would be interesting to try and pack one if you insisted!



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tocclassifieds

NOTICE CONCERNING ADVERTISING

RATE CARD

Charges for advertising in *Floating Power* TOC members advertising Tractions or other Citroën related items: no charge. Non-members and traders doing the same, £12 per issue. Ads such as holiday lets, £6 to members, £12 to non members per issue. For larger trade advertisements there is a sliding scale based on a full page down to £30 for an eighth page per issue.

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.

CARS FOR SALE



1952 Paris Built small boot Normale - Sadly for sale after 11 years ownership. Excellent condition and 100% reliable. Black, 12v electrics, stainless steel exhaust. **£5,950.** M. Carr 01544 318321

Traction 11D Commerciale - 1911cc, 1955, black, bodywork, interior and engine all very good, drives superbly, new MOT, with roofrack. Imported 1974 from Le Mans area, originally registered in Paris. Very reluctant sale. **£6,000.** M Smith 01273 709743

1951 Light 15 Slough built RHD - Black with beige leather interior. MOT to 5/01. Garaged at home. In original condition. Over £2,500 spent in last 5 years to bring car up to top mechanical condition. However, rarely used now, since it is one of 6 cars in household. Will accept offers around **£5,500.** Cherished no, JCR 243, alone is worth c. £3,000. Contact Ray McGhee, Northumberland, Tel: 01661 843130. Email: ray@seldom-seen.co.uk

1951 Small boot 11BL - Reluctant sale due to approaching hardship - student life. I have enjoyed three years of regular, effortless driving. Mechanically well maintained by Classic Restorations. Bought for £5,200. Quick sale needed **£4,500 ono.** Full details, tel/fax: 020 8788 3559 (London)

1954 11B Traction - Still on original plates. Last taxed France 1977, 10 years in America, stored on the Isle of Man since 1987. Manx registered, good all round condition, original interior. Business commitments force reluctant sale. **O.I.R.O £7,000.** Free box Kippers included. Malcolm Wells 01624 843737. Email celticgold@advsys.co.uk

1954 Big Boot 11B Legere, Paris Built - LHD, MOT, Dec 2000. Brakes overhauled, new Roger Williams drive shafts, plus new petrol tank. Metallic Silver Grey. VGC throughout. **£7,000.** M. Swan, Northampton Tel: 01604 763034 eve.

1948 Light 15 Slough Built RHD - in Black with red leather interior. MOT, Tax, Garaged. Over £13,000 spent over the last 10 years. Very little mileage covered over past 5 years hence sale. Needs some paint. **£7,250.** Paul Lambert: 01600 890235 (work).

1949 Slough Built Light 15 - Good home wanted for basically sound car. excellent restoration project for someone with more time and energy than the present owner. Spares, special tools, manuals. Garaged. Reading, Berks. **£1,250 o.n.o.** Phone Brian Walker on 01706 327868 (day) or 01706 373717 (eve)

1954 Normale - You won't find a better one - Genuine reason for sale. **£6,000** - no offers. Tel: 01472 508065 for more details, or visit www.smalley.org.uk/traction.htm for photo and details.

1954 Citroën Six Cylinder (Big Six) RHD Stored since 1966, unrestored, but sound condition, 77,000 miles. Black with red leather interior. The best car I have ever owned, but ill health and age now enforce disposal. **Offers.** John Cliffe 01780 720911, Lincolnshire.

Roadster 1937 (Slough). All authentic and has been in the family for over 30 years. Maroon, original engine with twin Loraine carbs, and less than 5,000 miles since rebuild by "classic". Electrics renewed recently, goes beautifully. No hurry, but open to offers reflecting its rarity. Tel: Nicole Finn 01621 783327.

1950 Paris Built, Small boot Normale. Dry stored, used up until 1998. Is in original condition, starts and drives, has stainless exhaust, 4 new Michelins. Perfect for restoration as the body has remained un molested! **£3,300.** Tel 02920 888073 ev or 07970 441705 day.

11c Commerciale, 1956. Original rust-free bodywork, rebuilt engine, front suspension, carburettor etc. New driveshafts, 12v electrics with alternator and a heater! **£7,000 o.n.o.** may swap/part ex for LWB diesel Landrover, or Velocette Venom. Or

similar. Tel: Tom Barnes 01934 843903

For Sale - 1956 11BL French LHD. Restored engine, clutch, drive shafts, brakes, sills and door panels, good reliable runner. **£2000 ono** Sarah Patrick 0118 972 1014

1955 Onze Legere reg JVS 438 (5998 MF 94), black 11d engine full MOT, lovely drive, **1953 Light 15** reg TPA 575 for restoration with spares, tools, manuals. **£7000.** Write for full details to: Derek Steele, 16 Lyttelton St, Barbourne, Worcester, WR1 3JN.

Light 15, Slough Built 1950 - The car was totally rebuilt by the previous owner (Jonathan Howard) and fitted with a 1964 DS engine and 4-speed gearbox. A fast, very well maintained and reliable car, it typically covers 100 miles a week. **£5300 ono.** Tel: 01993 871441(day) 01608 737820 (eve)

1923 Citroën 5 C.V. Cabriolet - Fully restored engine & gearbox rebuilt, MOT, spares. Yellow/black. **£6000** or possible exchange with Traction Avant. Contact M. J. Diplock: 0181 464 0134 (eve)

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Lack of space and the time needed to look after and enjoy this wonderful machine mean, sadly, that it has to go. Sale includes spare engine, gearbox, front and rear axles, 2 unused Michelin X185 x 400 tyres and a Roger Williams high ratio crownwheel and pinion set. **£12000** Phone Steve Kemp on 0116 259 7309 or fax on 0116 259 7310

WANTED

Wanted - Complete interior for 1968 Citroën DS. Please ring: 020 8761 8926.

Wanted - Elderly architect actively seeks: any Traction fitted with DS motor/gearbox combination must be structurally robust/ready to rally & be visually pleasing. Please forward specification/photos to Alan Smith, 15 Woodstock Road, Redland, Bristol, BS6 7EL. Or telephone evenings after 9pm on: 0117 924 9821.

Wanted - For 1949 Big 6. Bluemell steering wheel, with centre securing boss if possible. Contact Tony Stokoe on: 0118 973 3703

Wanted - A full set of French wheels are still needed for an Onze Legere (1953). Please contact D. Steele on 01905 22171

Wanted - The following back issues of *Floating Power*: Vol. 1 #4; Vol. 5 #2; Vol. 6 #1; Vol. 8 #5(4?) Nov. 1983; Vol. 9 #2;

Vol. 10 #5; Vol. 11 #5 & 6; Vol. 12 #1; Vol. 13 #5; Vol. 17 #2 & 4. J. Lane, 5300 Kathyb Blair LN, Charlotte, NC 28226-4004 USA. E-mail M1H3L@Juno.com Telephone (704) 542-9955.

Paris-built Normale 11B. Small boot. Must be in good overall condition and a good runner. Would consider either original or restored vehicle.

Please contact Leo Quinn (Pontefract) 01977 620116

Citroën 23R Truck. Any condition considered. Please phone Roy Forward (Bristol) 01934 852344

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Roger Williams 01482 863344
Fax: 01482 888619

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Tel: Roger Dyer 01483 223890

PARTS FOR SALE

Parts For Sale - O/S wing to bonnet panel 11BL £20 - Full set of French seats, some repair needed £75 - Pair of curved French bumpers (for re-chrome) £20 - French speedo (black face) £20 - French 6:0 to 10:1 £5 - French S E V round wiper motor £5 - French wiper spindles and links for over-head Normale type £20 - 11BL glove box interior and lid £10 - Steel wheel with holes and hub cap securing ring £15 - Restored pre war bonnet (no flaps) £50 - French number plate £5 - Axo Wing spats front and rear £20 - Lucas distributor DKY H4A £15 - 11BL 1952 dash switches, cables etc £10 - Clutch pressure plate £10 - Two good 185 x 400 cross ply tyres £50 - Mild steel silencer £20 - Mild steel front pipe £10 - LHD bell housing £20 - Work shop manual (re-print) as new £10 - **ALL ITEMS PLUS CARRIAGE.**

Tel: 01209 821979 after 6pm please, or write to M.J. Vickerstaff, 2 Adams Row Scorrier, Redruth, Cornwall.

For Sale - Light 15/11BL Spares. Mainly 1955 11BL, Pair of Doors, Boot Lid, Cylinder Head Complete (20,000 miles only), Starter Motors, Dynamos, Electrical Equipment, Wipers, Controls etc, Air Cleaner, Carburettors, Gaskets, Type 35 Solex Carburettor (1947), 11BL Radiator, Box of new Tranco Valves, Lamp parts etc, Clutch parts, Pair of new 155 x 400 Michelin 'X' Tyres, Pair of new Continental 165 x 400 Tyres, Bluemels 4 Spoke Sprung Steering Wheel.
John Cliffe 01780 720911, Lincs.

For Sale - Pristine Citroën workshop manual - unused £30. Cross ply tyre £10. Keith Boyes, Hull 01482 631088.

For Sale - Citroën 6cyl. workshop manual £35 - Big 15 starter handle hole cover £7 - Lt15 Mild steel exhaust silencer/tail pipe unused £25 - exhaust manifold good £10 - 2 broken Lt15 gearboxes + 1 good casing £20 - Starting handle, 3 spoke steering wheel, water pump, set of brake shoes (no linings), windscreen & 4 door glasses, inlet manifold (2 types) all £5 each.
Please phone 020 83983176 evenings.

Big Six Cylinder spares for sale - Complete front end of 1952 Six with all mechanical parts and some other body parts. Petrol tank, bumpers, spare gearbox and clutch parts. **Offers.** John Cliffe 01780 720911

For Sale - 2nd hand rubber tyre in good

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Slough 6 Parts - Drive shafts, 2 pair with a selection of inner cardans, £200 the lot.

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Contact Derek Fisher 01225 429533 (eve)

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Citroën Repair Manual. Original red cloth for Twelve and Fifteen. £45 o.n.o.
Alan Webb. Tel: 01923 822191

Photocopy of Lucas equipment and spares details (illustrated) for 1950 Light 15, 6 pages includes wiring diagram. Post paid £3.00 each. Same for Big 6, available on request. Contact M Vickerstaff 01209 821979

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