

october/november 2002

Floating Power



toccontact



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Club Tools are available in these areas



Approximate position

For details of area meetings, please
contact your local organiser

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Editorial

This issue is filled with articles of an active summer with reports from Norway and the USA together with interesting comment from Fred Annells relating to the Vietnamese Roadster featured in the last issue.

The classic car season for most of us has been extended this year with mainly fine weather during September and October. Of course some hardy members of our club use their cars as regular transport all year round whilst others pack them away into the garage over winter. If you do, don't forget to make those important final preparations, particularly checking tyre pressures, antifreeze strength and battery terminals. Then during those dark winter months fire up and run to normal temperature and move the vehicle at least once a month to keep all surfaces clear of oxidation. Months of inactivity can have serious repercussions on the BBC – brakes, batteries and clutch!

November 9th and 10th are the dates of the annual International Classic Motor Show at the NEC Birmingham and Walsall near Birmingham is the venue for this year's AGM. All members are encouraged to attend and if you can come for the weekend, a night of entertainment is planned with Steve Southgate and the Bee Gees experience on the Saturday night. If we don't see you at the AGM, I and the rest of the committee wish you and your families a fine Christmas and a Happy New Year.

Copy date for next issue: 1st December 2002

Front Cover



Headline News: Viking invasion of USA attempted in French chariot.

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Chairman's Note Club Archives

October 2002

Paul De Felice

Firstly I must apologise for misleading you all in my chairman's note in the last issue of the magazine. We have not run out doors from the South African Spares shipment and many other panels are still available. So if any of you still require body panels, do not hesitate to contact Chris Treagust who will be only too willing to help.

We intend to issue a new TOC Spares Price List incorporating all the second hand parts available together with the next issue of Floating Power due out in January 2002.

We are now coming up to the TOC AGM which is scheduled for 2pm on Sunday 1st of December 2002.

This is your opportunity as members to come along, meet the committee and together with other members express your views on how the club is being run and where we may be able to improve and expand the service the TOC offers its members.

So, all of those who we don't see very often, or any new members who wish to come along, let's all get together and fuel the AGM with some proactive ideas and suggestions to enable the committee to respond to your views where possible, further improve the club thus enhancing the camaraderie within the TOC and its reciprocal contacts worldwide.

Paul De Felice

Frank Grant

Citroën UK Ltd

Many thanks to Joanna Ground, Public Affairs in Slough. She has made contact with Le Conservatoire Aulnay on our behalf. They are unable to provide information at the moment, but I am hopeful that as M Hervals team develops, some exchange will be possible. I have asked for permission to reproduce the Slough 12 & 15 parts manual. I have found the assembly diagrams invaluable when stripping and rebuilding complex items like the front suspension.

TRW/Lucas

A local Garagiste has lent me a full set of Lucas parts manuals for the thirties, forties and fifties including a Citroën 15 & 6 cylinder supplement from which I hope to produce a pocket Autojumbler's guide.

Thanks to Martin Butler at TRW/Lucas I have permission to go ahead, with the proviso that I send copy for final approval before re-publishing.

Newnes/BHuk/Harcourt

In my own collection I have a copy of Automobile Repair Volume 2 with a detailed thirty one page chapter on Light 15 overhaul. Plus a set of four Motor Repair and Overhauling manuals covering all aspects of ancillary repairs. Both with excellent drawings and photographs. Jeremy Bourgein from Harcourt replies that they have no objection to us using this material, again with a few provisos.

The NEC, Birmingham
SATURDAY 9 - SUNDAY 10 NOVEMBER 2002
Ticket Hotline: +44 (0)121 767 4767*
In advance Adults/Over 65's £6.50 Children £3.00 Family £17.00
On the day - Adults £8.50 Over 65's £7.50 Children £3.50
Opening Times: 9.30am - 6.30pm Saturday and 9.30am - 5.30pm Sunday
www.classiccarshow.co.uk

Centre Exhibitions
Footman James
Classic
Motoc

*Maximum for 1st car parking
*When booking in advance quote reference date: 09/02

Wanted For Club Archives

Wanted: Pre '57 Citroën Technical and Historical information for Traction Avant and earlier RWD models.

Manuals, brochures, photographs, newspaper cuttings, magazine articles, drawings, anything useful especially long forgotten English language items.

I am not asking you to give valuable items from your collections, just simply to make them available for copying or scanning by arrangement. Please give me a call or Email if you can contribute. Or if you are looking for anything in particular. eg Has anyone got any Kegresse caterpillar repair information ??

Contact Frank Grant 013397 42272 or Email: frank-grant@lineone.net

tocspares hotline

01243 511378

Chris Treagust, 98 First Avenue, Batchmere,
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AGM

Notice is hereby given of the Annual General Meeting of the Traction Owners Club Limited, to be held at,

The Quality Friendly Hotel, 20 Wolverhampton Road West, Bentley, Walsall, WS2 0BS. (adjacent junction 10 on M6)

on Sunday 1st December 2002, commencing at 2pm

The business shall be to receive the report of the Committee, to approve the report of the Treasurer, and to elect the Directors and Committee members. There are at present no resolutions for consideration. If any are received, they will be circulated to members in November, with a formal agenda.

Proposals for subjects to be discussed should be received by the General Secretary by 1st November 2002.

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 longest serving directors are standing down: Steve Reed and Andrew York, both of whom are eligible, are offering themselves for re-election. 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 General Secretary before 1st November 2002.

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. The following longest-serving committee members are standing down: Alec Bilney, Pat De Felice, Paul De Felice, Mike Holmes, Tony Latchford and Steve Southgate, all of whom, except Alec Bilney are offering themselves for re-election. Again, any nominations for new committee members must be in writing from a paid-up member, include an indication that the nominee agrees to serve, and be received by the General Secretary before 1st November 2002.

Nominations are invited for the post of General Secretary and the post of Treasurer. Tony Malyon, Treasurer, is offering himself for re-election and so is Pat De Felice as General Secretary. Again, nominations must be in writing from a paid-up member, include an indication that the nominee agrees to serve, and be received by the General Secretary before 1st November 2002.

A notice of all nominations received will be circulated in early November. Any member requiring a postal vote must make a claim, in writing, to the General Secretary, before 23rd October 2002.

By order of the Company Secretary

Tommy Cooper Corner

- Two aeriels meet on a roof, fall in love, get married. The ceremony was rubbish but the reception was brilliant.
- "Doc, I can't stop singing the green, green grass of home"
"That sounds like Tom Jones syndrome", "Is it common?"
"It's not unusual"
- So I went to the doctor. He said "Say Aaaaaah" "I said "Why?"
He said "My dog's died"

Send in your favourite Tommy Cooper gag for this regular feature. Ed.

toc annual accounts

THE TRACTION OWNERS CLUB LIMITED - INCOME AND EXPENDITURE ACCOUNT - YEAR ENDED 31ST MARCH 2002

		2002 £	2001 £
	Note		
Turnover	1,6	15,725	13,481
Cost of sales		13,814	8,134
GROSS PROFIT		1,911	5,347
Other operating income		16,602	16,652
		18,513	21,999
Distribution costs and administrative expenses	18,194	14,949	
Other operating charges	1,639	1,483	16,432
SURPLUS OF INCOME OVER EXPENDITURE BEFORE TAX		(1,320)	5,567
Tax on ordinary activities	8	56	198
SURPLUS OF INCOME OVER EXPENDITURE AFTER TAX		(1,376)	5,369
General fund brought forward		68,751	63,382
Adjustment for Corporation Tax			
Creditor overstated 2001		85	
GENERAL FUND CARRIED FORWARD		67,460	68,751

There were no recognised gains and losses for 2002 and 2001 other than those included in the income and expenditure account.

None of the Club's activities were acquired or discontinued during the year to 31st March 2002 and previous periods shown.

The notes on pages 6-8 form part of these accounts.

BALANCE SHEET - 31ST MARCH 2002

		2002 £	2001 £
	Note		
Tangible Fixed Assets	11	3,095	3,552
Investments	12	2,000	2,000
CURRENT ASSETS			
Stock	13	50,352	39,383
Debtors	14	1,038	1,692
Cash at bank and in hand		12,788	22,676
		64,178	63,751
CURRENT LIABILITIES			
Creditors falling due within one year	15	1,813	552
Net current assets		62,365	63,199
NET ASSETS		67,460	68,751
CAPITAL AND RESERVES			
General fund		67,460	68,751



Big 6 with U-Haul Speedster Trailer



12th ICCCR, USA

Story: Marcus Lasance. Photos: Marcus Lasance & Tony Stokoe

Just like Caspar reported in the last Floating Power, his visit to the TOC Annual Rally actually went back to a previous year. My decision to partake in the 12th ICCCR at Amherst Massachusetts had its origin some 30 years ago, when an organization called 'Youth For Understanding' or YFU for short, allowed me to spend a year as an exchange student with a family in Michigan called 'The Collinses'.

The aim of YFU was to build relationships between the countries previously engaged in World War II, so that such an event could never take place again. I always kept in touch with my host family and Mom Collins had suggested a 30 year reunion with her Dutch and German exchange students, roundabout the same time as the 12th ICCCR was about to take place in New England. What better motive and opportunity, especially as they were now living only about 2 hours drive from Port Elisabeth, Newark, where our cars were destined to arrive on August 5th.

Detectives like our favourite 'Margret' always required 'means' as well as 'motive and opportunity' to prove a case, and I guess, so did I. After unsuccessfully trying to sell my Six in the UK for 2 years I had US\$ signs in my eyes and listed the car for sale on eBay.

I had convinced myself and Diane that while out there, an American would fall in love with my automobile and hand me over a fat wad of Dollars to save me the trouble of shipping it back while at the same time paying for our holiday! Then it turns out the successful bidder is a

Frenchman. A good thing the return voyage was paid for!

PORTSMOUTH TO LE HAVRE

Well that plan went pear shaped, as the car is now on its way back to France, where it will be collected by its new French owner. I took the Portsmouth ferry to Le Havre on Thursday July 4th and it took the better part of the next morning to locate the GEFCO facilities. This was mainly due to a 'route barré' which made the previously issued map pretty much useless. In the office worked a sweet girl called Amelie, who was desperate to go home on her mobylette to collect her 'Bac' exam results. Nevertheless she promised to wait till four and I went back to meet up with Graham and Margaret Pitcher arriving on the afternoon ferry. We raced through the docks and got both Tractions booked in just before closing time. Phew!! Amelie passed her exams with good results and we had a fabulous meal before heading back to England.

OLD MEETS NEW

Diane, the kids and I were now counting down the days to our adventure in the Wild West. Finally we flew off on Sunday August 4 at 6:30pm and it was only 3 hours later in America, when the heat and humidity hit us like a hot wet towel, as we stepped out of the air conditioned airport building at Newark. We crashed out at the Airport Sheraton. Here the next morning collection of our cars would be arranged by a company called FAPS. The MD of FAPS turned out to have a private car museum adjoined to his office, which kept us amused while the man battled with

unions and customs officials to get our cars back. Some papers were missing. In the end, I think he guaranteed the lot of us, with a personal bond. Great friendship proven again, between likeminded people!

First stop only a block or two from the depot was at a petrol station, because the cars could only be loaded on the vessel, with less than a quarter tank of petrol. People pointed out to me I was losing water from my radiator. When I opened the top, steam blew out and I walked up and down to a tap in the filthy toilets with an empty coke bottle to top up the water for what seemed an eternity. Where did all this water go? The level was checked the day before setting off. I never lost water and I never lost water during the rest of the trip. Was this some bored dock worker playing a silly trick by letting all the water run out? Strange, but thank godness I hadn't set out on the motorway back to the airport. It was past midday when I arrived as the first released car back at the hotel to the relief of Diane who thought I had been abducted by the mob.

Our next stop was U-Haul to collect a Sportster trailer, booked over the internet to carry the luggage of 5 people. There is no way, to fit five Samsonite suitcases in a small boot Six! The Sportster trailer proved a real eye catcher and served us well. Be prepared for a bit of a rewiring job however. The Americans use their brake lights to double up as indicators. A spare English trailer socket came in useful. The tattooed youth who fitted it however managed to blow all my fuses, as soon as I turned on the lights for the first time.

We now belted down the New Jersey Parkway to Manahawkin where the Collinses were awaiting us with the first of the many copious meals we were to enjoy in the next 14 days. Parkways in America are wonderful roads to drive, because in general they do not allow Heavy Goods Vehicles to use the roads. And boy, are these big eighteen wheelers scary! This makes Parkways much more relaxed to drive than Turnpikes, especially with an old timer like the Tracbar Avant. Parkways were built pre-WWII and were developed by park planners, a fact reflected in the beautifully landscaped rest areas and stone faced viaducts. We saw loads of deer by the side of the road, which also can be a hazard of course. There are tolls to pay, but no more than 35 cents each half hour or so. Be prepared to be overtaken left, right and centre however, as that is the norm in America. The way British drivers hog the so called fast lane as if it was their private runway, I start to think we should introduce this system in the UK sooner rather than later.

Manahawkin is from an Indian name, like many towns in America. It's not far from Atlantic City and also has easy access to Long Beach Island, a strip of land sometimes less than a few hundred yards wide and populated by the most fabulous holiday homes on stilts, never more than a minute walk from the beach. We spent Tuesday on the beach and Tuesday night on the Atlantic City Boardwalk.

The Collinses built their fabulous house more inland however on the edge of a forest. In the evening deer come right up to the garden, but the most spectacular sight were Kolibri or 'Humming Birds', the size of an overgrown bumble bee, drinking from a special nectar feeder right under our eyes. Don't go outside in the woods without insect repellent though, as one gets eaten alive. Scare stories in the paper about the mosquito borne 'West Nile disease' also kept us in. Thank goodness for air-conditioning!

LIBERTY PARK

New Jersey was an excellent place to do a bit of sightseeing before the main ICCCR rally. On Wednesday

August 6 the Tracbar gang was due to arrive for a photo opportunity and picnic in Liberty Park. We were so lucky, as we approached exit 14B from the NJ Turnpike we filtered right into this group of French modern day adventurers, who had set off from Los Angeles days earlier and followed desert trails and the famous Route 66 to get to this same point. From here the park is well indicated and the road took us right to the water's edge, with the most stunning views of Manhattan, Ellis Island and the Statue of Liberty. An old CRRNJ railroad terminal dominates the park. From here some of this nation's most dramatic stories unfolded, with immigrants, greeted by the Statue of Liberty, being processed at Ellis Island, the nineteenth century equivalent of Sangatte. After being released they took their trains from here to build their homes out west.

The enlarged black and white photographs of proud people from Finland to Turkey and from Ireland to Japan, makes you realise that there is nothing new about our so called economic refugees. These people all became fine US citizens in the end and helped build its prosperity, which is the envy of the world.

On Thursday we took a relaxing train ride from Point Pleasant into Penn Station, to see New York City and give the girls their promised shopping trip to Macey's

On Friday we said our farewells to the Collins family to undertake the trip to Amherst Massachusetts. We decided to follow the route, recommended by local Citroën enthusiast Ed Merryman. This route



starts at the top of the NJ Turnpike, almost to the George Washington Bridge. There we took the Palisades Interstate Parkway north, which follows the Hudson River. I recommend taking a short break at each of the recommended 'Bella vistas' to take in the panoramic view of this great river and the disappearing Manhattan sky line behind the George Washington Bridge.

After the Bear Mountain pass and bridge, we took the Taconic State Parkway to Martindale (near the end). Then Route 7 north to Pittsfield and finally Route 9 east into Amherst. I just loved the views of the rolling countryside and the red timber dairy farms, with their tin silos. Just like in the movies as they say.

Of our Victorian B&B in Amherst, the least said the better. Don't book B&B's in America, thinking you will save a few bob on Hotel lodgings. Award winning the Allen House Inn may have been, but as a museum, not a place to enjoy American hospitality. Unless you don't mind the 'token smile' with 0.5 second built in delay, while the land lady runs after your kids to put coasters under their glasses. Think of Janet Street Porter with an apron on. None of the 'make yourself at home' warmth we had become accustomed to with the Collinses. Not even a drink was offered, after we tumbled out of our car dehydrated and exhausted. No coffee served until breakfast time! Next time it's Howard Johnson's Motels for me all the way! Nothing better after a long hot drive than a dive in the standard pool and a big bucket of ice from the regulatory ice machine next to the Coke machine. By the way my remark about B&Bs does not apply to Canada. More about that later.



12th ICCCR

I am not going to write too much about the 12th ICCCR itself. I am sure others will and have done. It's all true what they say and I agree with everyone bar the compulsory bitching of some! These events are all pretty much the same anyway, bar the location. I fully agree with the travel writer who once famously wrote: "The pleasure is not in the arriving, but the getting there!" Also I find, I start to look less and less at the cars on display, which are all gorgeous anyway, and look more and more forward to meeting likeminded people and old friends swapping stories and spare parts brought from far away places. It was nice to put faces to names I had been swapping emails with for months. The UK Citroën Car Club put on a lovely lunch and invited members and non-members from the UK to join. They picked the best spot on the UMASS campus from where the Tractions could be seen over the pond in the distance and a moment of homecoming and sanity was enjoyed by the whole family. Thank You David Conway and Manny Mottishaw. Would you believe, of all places, I meet Richard Chimary from Ipswich, who offers me shared car storage in a beautifully converted and bone dry barn just down the road from me? That's what these events and the 'Citroën Amicale' are all about!

The Monday after the event, we followed a well planned route to Stowe Vermont. We visited all six historic covered bridges of Madison County fame. Not the one that just burned down from 'Beetle Juice'. We visited Ben & Jerry's ice cream factory and I still have my suspicion, that together with Macey's in New York this was the only reason why my two teenage daughters were so eager to come along for this long ride. Tim meanwhile made friends with Blair Anderson of ICCCR web master fame and earned himself an invitation to Winnipeg Canada next year. Way to go Tim!

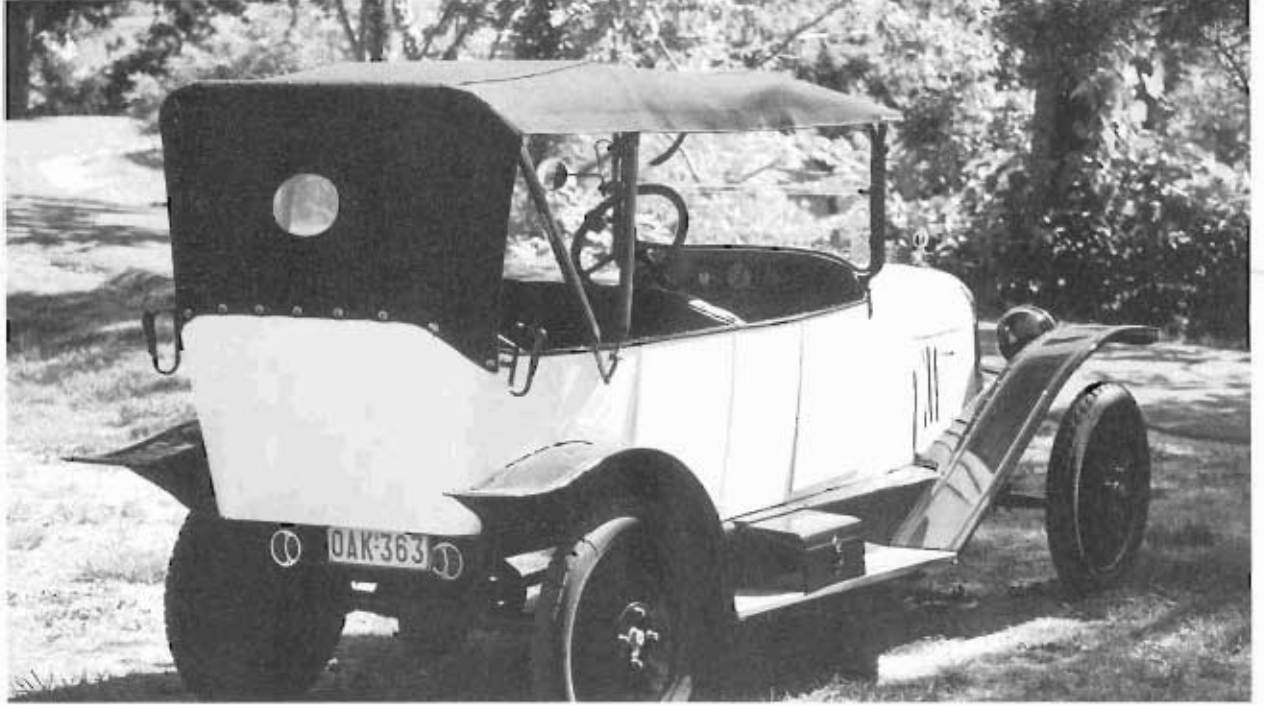
RAID MONTREAL

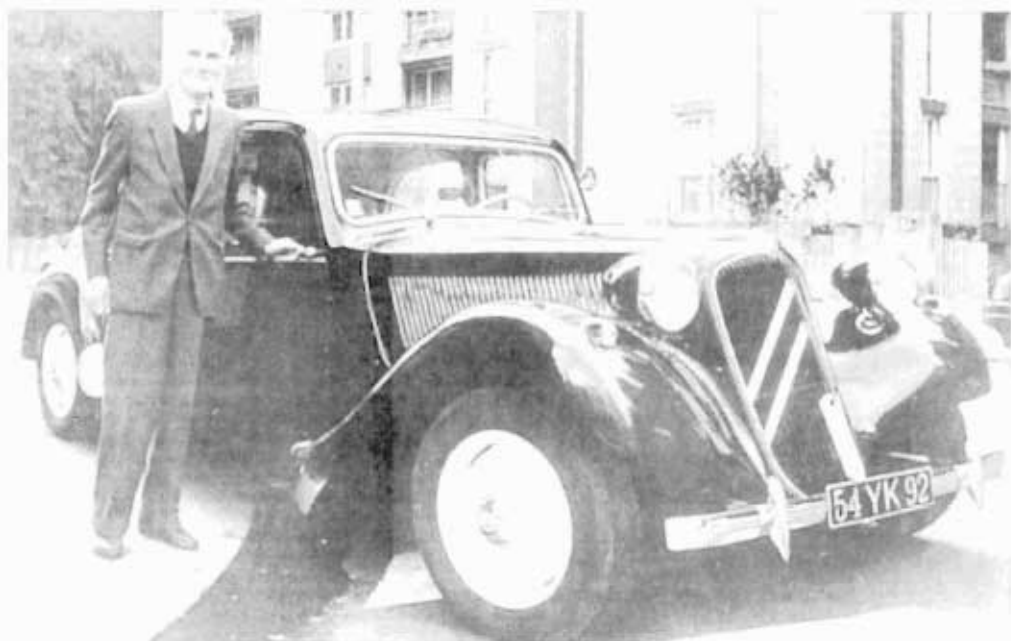
On Tuesday of the second week, we again were one of the last people to leave the Motel for our next destination Montreal, Quebec. Never mind, putting my foot down on the last stretch of motorway and at a good 85 mph thanks to the SDC 9X32 Crown Wheel and Pinion in my gearbox I overtook the bulk of the convoy, while approaching the bridge over the St Lawrence river. The À La Carte B&B in the old part of town was home away from home and the host Daniel, could not have made us feel more welcome. Access to a video library of 700 top films added to the attraction for the kids of course. What better place to watch 3 videos in a row than the capital of a country you have never visited before?

The first meet in Montreal at the Orange Julep hamburger and milkshake bar was very informal and relaxed. Two other car clubs were in attendance adding a bit of variety to what must have been one of the largest concentrations of Citroëns in Canada for the last 30 years! Our host Daniel was glad for the invitation to come along. The second night's Gala Dinner was more formal. Everyone got their rumpled suits and jackets out of their suitcase again for a scenic voyage on board the 'Cavalier Maxime' cruising up and down the St. Lawrence River and the Olympic Island. To great hilarity from the kids Di and I even kicked our feet on the boat's dance floor boogying down till past midnight and a fireworks display that lit the sky line.

The next morning we managed one of our earliest starts for Niagara Falls at just after 9am and reached Niagara at 8pm. A distance of 700 Miles in a 54 year old car towing a U-Haul trailer and 5 grown up people. Some said it couldn't be done in one day! I say it's thanks to the engineering skills of the likes of Roger Williams, that we had no more problems than a slightly overheated engine in the Toronto rush hour in more than 3,500 miles covered in North America. An experience Di and I, and hopefully the kids, will never forget!







Citroën in front of a Traction Avant, the front-wheel-drive car which proved the downfall of his father's company in the 1930s

Sqn Ldr Bernard Citroën

Scion of the French car manufacturers who became a pilot in the RAF

SQUADRON LEADER BERNARD CITROËN, who died on Friday aged 85, was the eldest son of the French industrialist André Citroën, and became a distinguished pilot in the RAF.

At first, young Bertrand seemed destined to succeed to what was then Europe's largest automobile manufacturing empire. But in 1935, when he was 18, his father became bankrupt and died shortly afterwards.

André Citroën had been the first industrialist in Europe to begin the mass-production and mass-marketing of automobiles in the American manner, founding his Double Chevron marque in 1919 at the huge munitions factory that he had built during the First World War. Within 10 years, its output had overtaken that of all the older-established French car makes combined.

In 1934, André Citroën decided completely to rebuild his factory and to launch a revolutionary new front-wheel-drive saloon, the Traction Avant, almost simultaneously. But by then the Depression had arrived in France. Having lost his firm, the following year André died of cancer in a Paris clinic, leaving his wife and children in severely straitened circumstances.

Bernard Maxime Citroën was born in Paris on June 4 1917. Educated at the Lycée Saint-Louis on the Left Bank, in 1936 he followed in his father's footsteps by entering the Ecole Polytechnique.

In May 1940, at the height of the *détresse de guerre*, he was called up for compulsory military service and began training as a pilot at the Armée de l'Air flying school located at Versailles. When the invading German army arrived unexpectedly in Paris the following month, however, his unit was hastily transferred to Roissy and then on to Toulouse. In August 1940, following the fall of France, the young Lieutenant Citroën was immediately demobilised. The following January, he enrolled in the Ecole

Supérieure du Pétrole, and after gaining his diploma began his career as an engineer in the petro-chemical industry, by joining the French state-owned Aquitaine Petrol Company.

Although the Citroën family were no longer practising Jews, they were subjected to persecution and before long many of their relations, including Bertrand's cousin, began to disappear.

In December 1942, now aged 25, Bernard made his way to England, where he planned to join the many other former French soldiers, sailors and airmen rallying under the command of General de Gaulle. After crossing the Pyrenees, on foot, in winter, he reached the British Consulate in Barcelona the following April and, on agreeing to enlist in the Free French Air Force, was smuggled along the clandestine route that led across Spain and Portugal. Twenty weeks later, after encountering many adventures, including a spell in prison, he reached Lisbon and was flown to Bristol on board a Dakota aircraft, arriving in London early in June 1943.

Nine months later he gained his wings as a flying officer in the RAF. In April 1944 he was posted to an Operational Training Unit at Fimere, before joining No 342 Squadron (staffed entirely by French air crews and known as the Lorraine Squadron), a unit equipped with twin-engined Douglas A-20 Boston tactical bombers, based at Hartford Bridge near Camberley. As part of the Second Allied Tactical Air Force, throughout July and August 1944 Bernard Citroën's squadron was assigned to support the ground forces engaged in the liberation of France, following the Allied landings in Normandy.

After arriving in France — where his first step was to visit his family — Citroën spent the remainder of the war with No 342 Squadron, based initially in Normandy and later in Holland; he was demobilised in October 1945 in the rank of squadron leader. Between June 1944

and May 1945 he had flown more than 75 missions over France and Germany, for which he was awarded the Croix de Guerre with five bars and eventually made Commander of the Légion d'Honneur, military class.

In January 1946, he found himself once more in Spain, having been sent to Madrid by the French government. Finding the Spanish way of life agreeable, he decided to stay on in General Franco's capital, employed by a small agency concerned with the importation of various makes of French automobiles. It was at this time that he became a Roman Catholic.

In due course, Citroën opened his own import agency. His stay in Madrid lasted until 1958, when he returned to Paris and rejoined the petro-chemical industry, taking up employment with a subsidiary of the French Elf-Aquitaine/Total oil conglomerate, engaged in mineralogical exploration and development work overseas. Over the next 25 years, until his retirement in 1982, his activities as an oil company executive regularly took him abroad, to Argentina, Iran, India and Mexico.

During his retirement Citroën was able to concentrate on literature and tennis; for his achievements as a poet he had earlier been elected, in 1979, a member of the Académie du Var.

In the latter years of his life, however, he became increasingly involved in an attempt to unravel the opaque and complex financial and political affairs surrounding his father's demise. He formed the view that the Citroën family had been the victims of a devious plot to swindle them out of the rightful ownership of their company.

In his autobiography published in 1996, entitled *le Conspiration de Javel* [the Javel Conspiracy], he set out the arguments supporting his controversial case.

Bernard Citroën married, in 1952, Piroška Szabo, a Hungarian by birth, who died in 1996. They had three sons.



Norwegian Adventure

Norway Tour 14 - 30 June 2002

by Moria Holmes

Seven Tractions and fifteen Tractionists met at Newcastle one Friday evening and boarded the overnight ferry to Bergen.

1953 Commerciale *Mick and Moira Holmes and their son Paul*

1953 Familiale *Pete and Sue Simper*

1939 Légère *Bernie & Pearl Shaw*

1950 Normale *Gavin and Chris Mills*

1952 Light 15 *Mike Tennant*

1951 Légère *Bill and Sarah Smout and their son Theo (nearly 4 years old)*

1953 Light 15 *Robin and Sue Dyke*

However only six cars disembarked. Robin's Light 15 had a problem which sounded like a big end, and so it returned on the ferry for the AA to take it south to await repair. We were met by a friendly group of Norwegian Citroën owners who led us on a convoy tour of Bergen. Robin & Sue soon rejoined us in a hire car.

That evening and for the next five days we drove northwards to Bodø, but not in a

particularly straight line - there is no such thing in Norway. We took a scenic route cleverly planned by Mick, Moira and Paul, to take in glaciers, waterfalls and fjords via mountain passes, tunnels and ferries. Paul has been working in Norway for the last few years and speaks good Norwegian. Each day was a mixture of fairly strenuous driving and busy sight seeing. The mileage varied from day to day but it had reached nearly 2,000 kms when we arrived at Bodø. Each night we stopped at well chosen camping sites in hytter (chalet huts), and despite the very light evenings no one had any problems getting to sleep. Meals were mostly self catering, although the restaurants at the campsite were also very good. We shopped at supermarkets and garages - the local hot dogs were particularly tasty.

RAIN DANCE

Memorable moments on the way up included the longest tunnel (23 kms), the Fjaerland glacier (the ice is bright blue), the



Strynfall pass (above the snow line), the revolving restaurant in Trondheim (the cars were filmed by the TV company), the stave church at Lom, the island of Leka (barbecue lunch on a pier by the fishing sheds) and crossing the Arctic Circle (66° 33'). Bernie did a rain dance on the foredeck of the ferry, and it clearly worked - we experienced every sort of rain possible. But to be fair we had some lovely sunny days as well. The chairman of the Traction Norge Club met us at Dombås, with his beautiful 1953 Légère (and stayed the night at the campsite), and the next day the secretary of the club had lunch with us in Trondheim. At Kilboghaven we met the owner of the only Slough built traction in Norway. Throughout the tour the Norwegians could not have been more friendly. We have less pleasant memories of the Norwegian mosquitoes.

We arrived at Saltstraumen just south of Bodø on Thursday evening, and stayed for three nights. Paul reckoned that the campsite in Bodø was too close to the airport and would have been noisy. This was a time to relax, and the weather was beginning to





improve. Most of us went into Bodø the next day, and late in the evening we went up Mount Rønvik (just to the northeast of Bodø). The idea was to be there at midnight (1 am local summer time) on the solstice (21st June) to see the sun at its lowest point above the northern horizon. In fact Bodø is well north of the Arctic Circle (67° 17') and the sun does not set for a period of 44 days. Our stay at Saltstraumen was just the rest that we needed. The campsite was very pleasant and it was an easy walk down to watch the maelstrom as the water rushes through the narrow channel. The sea birds and the local fishermen know that this is the time for fishing - Mick and Paul caught enough fish for everyone. Gavin & Chris looked for the sea eagles for which Bodø is famous and in fact a few of us did spot them. Pete and Gavin were always trying to find a wild moose, Bernie set them up with a sighting, but it turned out to be a spray can of mousse.

The weather on Saturday was glorious, and we headed north from Bodø to the beautifully preserved trading post at Kjerringøy. The tiny coast road runs out a little further on, and so this was most northerly that any of our Tractions reached

(67° 35'.4 N and 65 days of midnight sun). The scenery throughout Norway is spectacular, but especially around Bodø. Lupins grow wild at the roadsides and blue berries were there to be picked.

We needed an early start on Sunday, as this was going to be the longest leg (534 kms) of our journey south. The first rest break was unplanned (Mick's tail pipe needed fixing), and the second was at the Polarsirkelen centre on the E6. We met another Citroën enthusiast at Mo i Rana, and reached Heia in the evening where the owner of the campsite now wants to buy a Traction. The next day we revisited Trondheim, in a sense our route was a sort of figure of eight. Some of us went to the island of Monkhomen, others went to see the cathedral. Then on to Oppdal where the very old hytter at our campsite had turfed roofs. From Oppdal our route was northwest to Kristiansund so that we could drive down the coast along the Atlanterhavsveien, a series of wonderful bridges. Then on via Molde to Ålesund in atrocious weather and a visit to an enormous sea aquarium and a meeting with the proud owner of a 15/6.

NORWAY ROCK

The plan for Wednesday was to include a long ferry trip down the Geiranger fjord, but the early morning weather was bad. So instead we delayed the start and displayed the Tractions on the cobbled quayside in Ålesund to a crowd of onlookers. Pete & Bernie (abetted by the other lads) had tied a string of cans under Bill's Légère, you can imagine the fun. The tourists really enjoyed it and Sue could not hold the video camera steady for laughing. After a short ferry crossing to Eidsdal and with the weather improving, we had hopes of getting back on schedule. The narrow winding road up from the Eidsdal ferry is signposted with warnings about falling rocks. Robin & Sue driving at the back of the convoy were horrified to see a boulder rolling and bouncing down the steep hillside to their right. Bill never saw it arrive from over his right shoulder to land on his headlight and demolish his wing, bonnet and grill. His car stopped instantly, the radiator burst as it wrapped itself around the fan. Bill, Sarah and young Theo were unhurt, and the shock only set in slowly. Our estimate is that the boulder weighed over a hundredweight, and that in less than a tenth of a second things could have been very much worse. The police, the AAA, the highways authority and the tow truck were soon mobilised. Sarah and Theo (and their luggage) transferred to other cars and they all set off on an amended route for Florø (still a very long way to go). Robin, Sue and Bill bedded the car down at a local garage. Surprisingly it looked as though the engine,

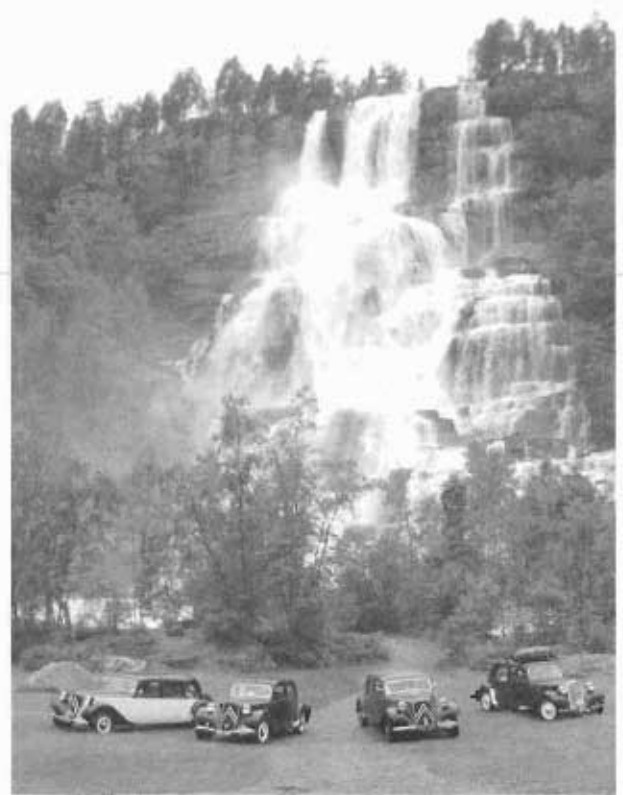




gearbox and suspension were undamaged. By then most ferries would be closing down, so Sue navigated yet another route to Florø. Bill's mobile must have been red hot by then. The main party arrived at Florø just before midnight and the others just afterwards. The good news was that this was the best campsite ever!

Thursday morning was by necessity another late start. Bill had to collect a hire car, Pete had suspected water pump/alternator trouble (soon fixed) and Mick needed a brake cylinder (Mike Tennant to the rescue). But the run to Eidfjord was easy, and we stopped at the beautiful stave church at Hopperstad. We saw the Fossji and Latefossen waterfalls on our way to Ålgård just south of Stavanger. Saturday we prepared for home, ditched the hire cars (neither of which had ever really managed keep up with the Tractions), and spent some time in the old city of Stavanger. Our farewell meal was in the Timbuktoo restaurant, the food was really good and the wine prices were memorable. Everyone expressed their thanks to Mick, Moira and Paul for the wonderful tour they had organised.

Late that evening only 4 Tractions boarded the ferry (carrying the luggage of 6 cars), and most of us were home before midnight on Sunday. Pete and Sue stayed another night and then drove through Denmark, Holland and Belgium to rest a while in France before the Brittany Rally. The total distance covered by most of us in Norway was 4400 kms (2734 miles). Pete is building a new engine for Robin, and Bill's car is now with Dennis Ryland for repair. The other cars experienced very few problems, although heads under bonnets was a common sight.



Motorway Dis-traction

If you have joined the madding crowd racing down the autoroute from Calais to the south of France and feel you need a real break, there's an oasis to soothe the nerves and warm the heart of any self-respecting Tractioniste - Colombey-les-Deux-Eglises.

A quiet, picturesque place of pilgrimage for French people of all ages, it is the village where General de Gaulle lived much of his life and is buried. And where his personal Traction 15CV is on display.

Surrounded by calm, wide horizons, woods and meadows, a landscape little changed in centuries, Colombey is just 30km north from junction 23 of the A5, close to Chaumont (some 420km from Calais). Take a couple of hours off and make a visit. You can pay your respects at the General's simple grave in the communal churchyard and see his library and office

inside his house, "La Boisserie". Then drive a short way to the hillside where there stands an enormous Cross of Lorraine visible from afar and where a small museum is devoted to France's great hero. Pride of place is given here to the Traction, in superb condition, which he owned and used from 1955 until 1958 when he became President of the Republic.

Like several other French presidents, Charles de Gaulle was very much a Citroëniste. He acquired his first Traction in 1946, just after resigning from the new post-war government. During the next thirteen years which he spent in the political wilderness, he followed up with an 11 Légère, an 11 Normale and then two 15s. The second of these, now in the museum, was fitted with hydropneumatic suspension. Once elected President, he graduated to a DS, to which he was also devoted. His faithful chauffeur, Fontanil,

Gordon Harrison writes:

was once asked why mon Général was so loyal to the chevron. The swift reply was "They give him total satisfaction. He feels very much at ease in them". In fact, De Gaulle appreciated greatly the space, quietness and stability of the cars. Indomitable and intrepid, they brought him luck, he said.

The village of Colombey-les-Deux-Eglises has its fair share of souvenir shops, so various bits of Tractionalia are to be found. If nothing else, you can stock up on the attractive postcards produced by the local Editions Chapel, which are shown here. And if you feel like a treat, there is a one Michelin star restaurant - l'Auberge de la Montagne - with a reasonably priced prix fixe lunch, where you can make a delicious escape from motorway cuisine and raise a glass to the Grand Homme himself, and to his exquisite taste in cars. Vive la Traction!



Traction Avant 15 CV Citroën having belonged to Général de Gaulle, and used by him from 1955-1958. Both pictures taken at the Memorial of Colombey 2 churches. Pictures from the Insitute of Charles de Gaulle.





H-van Rally

by GraHvan Jones

Melplash in Dorset was the venue for the fourth, (or was it the fifth?), National H-Van rally. We turned off the Bridport Road into the cricket ground, confident that our Hymer motorVan would qualify for entry on both counts. This turned out not to be the case, all the other H-Vans were several years older than ours and none had a Fiat diesel fitted! We were made most welcome nevertheless, along with fellow Traction owners Graham and Margaret Pitcher and around a dozen 2cvGB members, to join in the celebrations to mark the 55th anniversary of the introduction of this unique vehicle. A warm Saturday afternoon with the local brew on tap and talk naturally turned to H-Vans, Tractions and 2cvs, and so it continued long into the evening.

H-Van Register owners have traditionally joined in with Citroën Car Club rallies and only decided to organise their own "National" five years ago. The 2001 event was cancelled, a casualty of the "foot and mouth" outbreak in rural England and, though the previous best attendance was 27 at a CCC Stratford rally, organiser

Simon Doe was optimistically hoping for 55 vans in this anniversary year.

Sunday morning saw the vans assembling for a run down to the Bridport roundabout. Butchers vans, fire trucks, mobile shops and caravans formed this 'Convoi Exceptionnel' returning to line up for the eagerly awaited concours competition. The Half Moon public house is conveniently situated next to the cricket ground and landlady Val had kindly agreed to judge the event provided she could get back to the pub before opening time. Her total lack of knowledge of H Vans, or indeed of any matters Citroën, ensured a completely impartial decision!

Registrar John Sobey, who normally makes the presentations, was only slightly embarrassed to be on the receiving end this year as he accepted the trophy for first prize, further enhanced to include a ride in a Traction!

As the weekend drew to a close, the hoped for 55 vans had not materialised. Simon, a man not normally lost for words, was however rendered speechless when he came to thank the 46 owners who had travelled from as far as France, Holland

and Wigan to make this the biggest gathering of H Vans ever recorded in the UK. In doing so they had also raised over £500 to support a local charity, the Joseph Weld Trust, a tremendous effort.

Next year's rally will again be held mid-May, subject to Cricket Club approval, and Traction Owners are cordially invited, preferably with their Tractions!

H Van registrar is John Sobey who may be contacted on 01453 542220 or for details of next year's event and H Vans generally contact Simon Doe, 01308 488422.

Also check out the following web-sites:-

www.hvan.co.uk and
www.hvanheaven.co.uk





tocsection scene

Surrey, Hampshire Sussex Borders section

Considering August (when we had an after meeting trip to Painshill Park), is the main holiday month for families we had a good attendance at The Barley Mow. This also proved to be the case in September. It is pleasing to note that we have new members attending as well as longer standing members who have never attended a TOC event of any kind. The North London section have been very supportive and thanks to Chris Treagust, Tony & Maria Hodgkis for travelling up from the Sussex coast.

We are looking forward to October, with a trip after meeting at The Barley Mow for lunch, to Denbies Vineyard before or during the grape harvest with a tractor train ride around the estate. December 15th is Christmas lunch and we are looking forward to a good attendance. Members from other regions are very welcome to join us, but please phone us if you wish to attend as booking is essential. Other meetings just come from 12pm. By the time the above is read, we shall be thinking on next years activities. Being an unabashed hedonist here are the 2003 dates for the Sunday meetings at The Barley Mow, The Street, West Horsley, Surrey: 19th January, 16th February, 16th March, 20th April, 18th May, 15th June Summer Barbeque, 20th July, 17th August, 21st September, 19th October, 16th November, 21st December 2003 Christmas Lunch.

Information on trips and events to follow.

News Years day at The Barley Mow is a Vintage Sports Car Club meeting, which is well worth attending, for enthusiasm and a great variety of cars. Brooklands Museum is open on New Years day, at which there is another gathering of old car enthusiasts. Brooklands is only ten minutes away from The Barley Mow, so it is very easy to attend both events, and get the New Year off to a flying start.

For further information phone John or Helen on 020 8330 7216.

West of England section

We are now coming to the end of the season - at least as far as the West of England Section is concerned - with one final meeting in October. We then have a break until January when the whole process starts again with our planning meeting - almost certainly at the Tunnel House at Coates near Cirencester.

The meeting at Nunny was well attended with Alistair Patillo and family from Cardiff turning up in his shiny Light 15. Brian Reakes from Keynsham also appeared with his recent acquisition of Dave Partridge's red Light 15 as featured on the cover on John Reynold's book. Apart from a mouse nest on the roof lining it looked in pretty good shape. Visitors Pam and Richard Hutton from Southampton plus the usual regulars made up the rest of the party and after lunch we all had a walk around Nunny Castle in the drizzle. All in all, a good day.

The historical theme continued in September with a meeting at Caerleon near Newport in South Wales. Another good attendance, very generous quantities of food at the pub, fine weather and a fascinating location added up to one of the best meetings of the year. Caerleon boasts a number of Roman remains and, in particular, an amphitheatre retaining a fair amount of the original structure. There is an associated (free!) museum containing artifacts that have been found in the area. The amphitheatre looked very tempting as a suitable place to line up the Tractions but I don't somehow think that the authorities would have been to impressed and, no we will not be organising the Annual Rally there! Thanks to Alistair for his suggestion of Caerleon.

Our final meeting of the year is at Westonbirt Arboretum, near Tetbury with lunch at the uniquely named 'Cat and Custard Pot' in Shipton Moyne. Regulars will receive the usual communication but if anyone else wishes to join us - and all are welcome - give John Osborne a call first to confirm date, time and place. Tel: 01749 870501

Lakes & Border section

The Lakes and Border Section would like to invite members to the 3rd Lakeland Rally, **Friday 23rd May to Monday 26th May 2003**. Accommodation will be at the Castle Rigg campsite, Keswick or at hotels etc, by enquiry of Bob Cuppage.

Programme details and costs to be finalised but they should be of the usual high standard.

Friday: Arrivals drinks in the hotel bar.

Saturday: During the day a convoy run and in the evening dinner in the Swan Hotel, Keswick with bus transport available.

Sunday: Convoy visit to a site of interest. Evening Barbeque, we provide the fire, you provide the steak and bangers.

Further information from Bob Cuppage.

Application form available in the new year.

Anyone wanting further info can contact Jim Rogers on 01524 733473 or Bob Cuppage on 01697 478301.

Scottish section

Reports on happenings north of the border in recent months have been conspicuous by their absence, my fault entirely! I initially blamed it on "pressure of work" etc but a late holiday to the south of France was a contributory factor. The night before we were due to take the new ferry from Edinburgh (Rosyth) to Zeebrugge I had an e-mail from Paul Defelice asking if I could meet up with Steve Le Roux who was on holiday in Scotland and visiting the Cowal Games. Knowing I wouldn't be available, I contacted John Savelli at short notice and I am sure Steve enjoyed John and Dot's hospitality.

We don't seem to have done many local events this year - the lunch run - Glamis Extravaganza and the SWTVC run which combines a morning regularity section with an afternoon treasure hunt, conveniently punctuated by an excellent buffet lunch. Tractions were to the fore with awards for the Savelli car and our own Light 12.

Many thanks to those who offered suggestions on how to bring back the 11B Normale which I bought in France in February. We eventually opted for a cheap Ryanair flight out of Prestwick to Beauvais hire a car, collect the Traction and drive it home - what a journey!! (brave or daft?) Broken rotor arm in rural Normandy, negotiating "deviations" in the dark near Pegasus Bridge with only one 6-volt headlight (candle) and a good torch! Six hours recovery on the ferry to Portsmouth then a fifteen hour drive to Collace. The ten breakdown halts in Britain (what only 10) were all down to a bucket-full of rust in the petrol tank which periodically choked every filter in the system (yes I know where they all are now). A new tank has now been fitted - thanks to Sandy Wilson.

Since then we have taken the car back south to Blenheim for the Annual Rally, where we had a very enjoyable weekend. No problems this time, we met up with Ian and Wendy en route and drove down in convoy - safety in numbers!!

We managed to whittle the return trip down to 10 hours - roll on next year its only 10 minutes to Perth Airport from the front door.

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

South Midlands section

Our next meeting will be on Saturday 26th April 2003 at the Henley River and Rowing Museum. Arrive anytime during the morning and leave whenever you like in the afternoon. The museum has a café restaurant and they will reserve tables for us although it would be wise not to all arrive at once. There are pleasant walks along the river promenade and the town centre is only a short distance away.

Further details from Robin Dyke Tel: 01865 858555

Email: robindyke@aol.com

World section

In mid August the Jersey and Austria sections held a very pleasant meeting at St Quen, Jersey, Channels Islands. Attendance was sensational, one third of the Austrian Section and half of the Jersey Section met at Brian Follain's beautiful L'Epinerie. All four of us had a great afternoon talking Traction. Brian and Pamela then told us all about the musts for sightseeing in Jersey, which places to go and, most importantly for a gourmet, they recommended good restaurants. My wife and I stuck to their advice and our stay was fantastic - everything was exactly like the Follains had told us!

I think everybody in the TOC should hear about this form of club activity - to meet other members you have never seen before and give them a helping hand.

Thank you very much Brian and Pamela for your overwhelming hospitality!
Dr Thomas Loebenstein, Vienna, Austria (right) with Brian Follain.



London section

Regular meetings on the last Tuesday of each month at the following locations:

Even months: From 8 pm at "Ye Old Cherry Tree, 22 The Green, Southgate, London, N14 (Tel 020 8447 8022)

Odd months: From 8 pm at Café Dysart, Petersham Road, Richmond, London, TW10 (Tel 020 8940 8005)

If you need any further information please contact Peter or Sue Simper on 020 8560 3267 (days) or 020 8891 1093 (evenings).

FBHVC News

LEAD REPLACEMENT PETROL

It seems likely that the manufacture and distribution of Lead Replacement Petrol (LRP) will cease in the near future as demand drops to an uneconomical level. Although FBHVC has not advocated the use of LRP, it recognises that many owners of historic vehicles will have been using it for various reasons in place of leaded BS4040 petrol or unleaded with one of the eight products that passed the FBHVC's additive testing programme.

Details of filling stations selling leaded fuel and of the eight products that passed the FBHVC test can be found on the Federation website: www.fbhvc.co.uk. These pages were updated in June/July with links to individual manufacturers' own websites, following comments that some products appeared no longer to be available.

DfT is planning a leaflet that will be distributed through the MoT station network and at filling stations giving motorists details of the options available to them. The leaflet is expected to include references to the FBHVC website and to acknowledge FBHVC as the only independent body that has tested additives.

MOT CERTIFICATES

The last newsletter carried a short article about the general requirement for cars and light commercial vehicles over three years old in use on the road to have a valid MoT certificate. It suggested that certain very early vehicles with a Science Museum certificate could legally be driven on the road without an MoT certificate. This is not the case: such vehicles do require a valid test certificate. What the Science Museum certificate does is to exempt these vehicle from certain parts of the Construction and Use Regulations, thus making it possible for that vehicle to pass an MoT test that it would otherwise fail. We apologise to owners of any such vehicles who might have been led to believe that the law had changed.

LICENCE DISCS

A letter from DVLA suggests that a significant number of owners of historic vehicles are not obtaining a vehicle licence disc before venturing on to the road. It only takes a few minutes to comply with the regulations in order to obtain a free licence disc but, if the abuse of the system is as widespread as the letter from DVLA implies, it is inevitable that the VED concession that so many enjoy will be placed in jeopardy. All enthusiasts should help to root out this thoughtless and selfish behaviour by explaining this to any offenders. The main text of the letter from DVLA is reproduced below:

'Vehicles licensing in the Historic taxation class continue to be subject to the requirements to license annually, produce a valid vehicle test certificate (if applicable) certificate of motor insurance and display a "Nil" tax disc.

In law a current licence must be displayed at all times when the vehicle is on the public road. Without the requirement to display a disc, there would be no way of enforcing payment of VED without at the same time imposing an enormous burden of abortive work on the police and the Department's own staff in checking against DVLA's computer records the licensing position of every vehicle that they see in use on the roads.

In addition, the annual renewal of vehicle licences provides an economical way of checking that the basic road safety requirements of insurance and (when appropriate,) vehicle testing, are being met. It is the only time that drivers are asked to show these documents other than after an accident or during a spot check by police. It also helps to ensure the accuracy of the vehicle record by reminding motorists of their obligation to notify DVLA of the acquisition/disposal of a vehicle.'

toc correspondence

VIETNAMESE TAKEAWAY

One item I had to write about is the piece concerning the article about 'Vietnamese Takeaway', surely anyone who knows the finer points about these cars won't be deceived about this being sold as "GENUINE" 11B Coupe!

The waist line where it joins the rear part of the window to the rear of the roof slope isn't the true shape, from this point to the end of the body line it is the same as a Roadster, it isn't rounded but has a distinct sharp line incorporated in that line before it joins going across the body at its rear. A very difficult shape to copy.

Another point to mention is the Front Wings as featured are Post War from a Saloon car, these would have to be in order to accept the '6' grille. With pre-war wings the Light 15 and Big 15 wings were the same, the difference was made up by a 'Valance' in the case of the Big 15, on the Big 15 Roadster of the 1940 series and confirmation of this, if one checks the 'Spares Manual' page 407 'Schedule of Wings' one will see this as so.

A few years ago a Roadster in Australia was offered for sale, this was not a true car. Many people have altered a saloon car and attempted to pass these off as genuine. Countries like Vietnam have these cars a few were delivered to French Colonies, I recall Reg Winstone mentioning in one of the first "Floating Powers" of Roadster's in Saigon that long ago; as one knows the great difference in a Saloon and a Roadster is between 5 - 10 times in value. I am sure any knowledgeable Tractionist will spot what I am pointing but, for the unsuspecting the danger lies there.

One person I am sure will take issue over this will be Olivier de Serres, he does own an 11B Coupe (the same colour as my Light 15 Coupe) I know only 2 in existence, one is in Sweden, yes as the article says "a rare car" but for me I am much convinced it is a copy.

Fred Annells



FRENCHMAN'S TOOLS

Following on Alec Bilney's previous writings on the subject of Frenchmen donating Traction tools; whilst spending a night in a Hotel in Italy last month I remarked to the owner about photographs behind reception of Stirling Moss and a Mini Cooper which of course led us on to talk further about cars. It turned out that he used to be a "garagiste" and drove a Panhard at Le Mans in the fifties. When I mentioned, as one does, that I had Citroën Traction at home he immediately became very animated and insisted that we couldn't leave the hotel until he had gone home to get me "un cadeau" which turned out to be a Wilmonda front brake drum puller!! It's cleaned up nicely and will no doubt come in useful. Don't know why we chose that particular hotel - God works in mysterious ways!!!!!!

Kenny Cocker

TONY STOKOE WRITES

Please find enclosed a black and white photo that my friend and fellow SM owner Graham Lane gave to me. He tells me Rehana Zia took it at a wedding somewhere in Scotland - I don't know who the people are, but they are friends of Rehana's, who, in turn is a friend of Graham's!



New Area Reps

Local sections are still seeking local area representatives for the Welsh Borders and the South West Section. If any members in these two areas would like to take over as area contacts, please contact the General Secretary, Pat De Felice on 020 8360 6837.

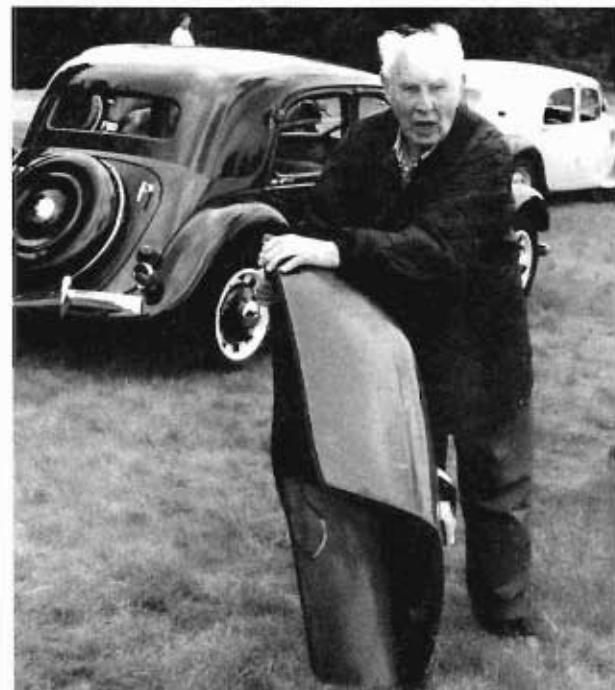
New Members

A warm welcome is extended to all new members of the club.

- 1775 M.R.J. Rundell, London, SE5
- 1776 R.C. Gittins, Malton, N.Yorks
- 1777 R.A. Jones, Worcester Park, Surrey
- 1778 J.F. Ingram, Hythe, Kent
- 1779 R. Shean, South Ockendon, Essex
- 1780 D. Long, Rochester, Kent
- 1781 B.D. Oliver, Yelvertoft, N. Hants
- 1782 A.M. Schofield, Cambridge
- 1783 S. Shinebroom, Loughton, Essex
- 1784 C. Kimball, Boston, USA
- 1785 J. Gattas, Bushey Heath, Herts

DAVID BOYD WARNS

If anyone went home from the TOC Rally at Blenheim minus the boot lid of their car, then this shady character might just know something about it!!!



Fred Annells enjoying himself at Oxford Rally

tocdiary

2002

Nov 9th-10th	International Classic Car Show - NEC Birmingham
Nov 30th	Christmas Dinner Dance & Cabaret 'Bonsor Suite' Walsall Stadium Contact Steve Southgate on 0121 352 1100
Dec 1st	AGM Quality Friendly Hotel - 20 Wolverhampton Road West, Bentley, Walsall, WS2 0BS (M6 J10). Tel 01922 724444.

2003

May 23rd - 26th	3rd Lakeland Rally Contact Jim Rogers on 01524 733473 or Bob Cuppage on 01697 478301
June 20/21/22	TOC National Rally - Perth, Scotland (note - corrected date) The weekend base will be at Perth Airport on the A94, 1 mile north east of Perth. This small privately-operated airfield provides an ideal, pleasant and scenic location for our needs with on-site facilities including, bar/restaurant, function hall for dance/ceilidh, rally field, caravan/camping and driving test area. Sky Lodge rooms at the airport are available at a special rate of £15 for a single room and £28 for a double en suite room - early booking is advised quoting Traction Owners Club. Tel: 01738 555700 or e-mail: sky lodge@perthairport.sol.co.uk The whole weekend will be centred at the airport apart from the Saturday drive which will take in some of Perthshire's best scenery and will include a distillery visit. The Sunday concours will be held on the lawns of Glamis Castle. We hope for a good turnout and will be happy to provide more information if required. Kenny Cocker Tel: 01821 650436 Email: ken@hillfoot.fsnet.co.uk

2004

August	13th ICCCR at Interlaken in the beautiful Bernese Oberland. www.iccr.org
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2002/3 Subscription

Have you paid your annual subscription?

Collection by direct debit has now been terminated. So be sure you have sent your cheques to continue your membership.

Peter Riggs, Membership Secretary

Barn Find

Ian Eastwood sends details of other Traction in need of TLC!

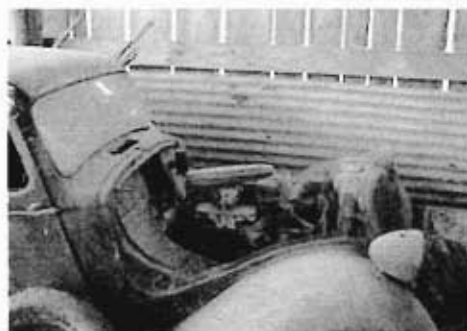
In my search for a Traction Avant in France over the holidays, I came across two, 4 cylinder cars in a barn. I cannot find out much about them except that they are more or less complete (interiors shot!!) and are looking rather sorry for themselves.

I managed to write down the VIN particulars for the maroon cream and black one but not for the other:

251765, EP 06768, 11 B, 1550

I have contact details - more or less, for the owner. I also found a professionally restored 1954 11 for **C.£7000** but I am keeping that to myself until I find out whether or not I can afford it!!

Ian Eastwood tel: 0115 953 1875





TOC Christmas Cabaret 30th November 2002

For our regular Xmas party members you will be pleased to hear that Walsall will be hosting our 2002 Xmas Cabaret, with a Spectacular Bee Gee Experience. Sixty prime seats at a Dinner and dance Cabaret have been reserved, total capacity of 320 seats. The venue is to be hosted at Walsall's premier 'Borsor Suite' within the new Walsall Stadium. Nearby, rooms at the Quality Friendly Hotel, Jn10 M6, have been reserved at £50 per double room B&B. This hotel has been used for previous Xmas TOC events and on this occasion the TOC AGM 2002 is to be hosted on Sunday 1st December.

Tickets for the Saturday night show are £26 & must be accounted for by 30th Sept. If you are interested telephone NOW with credit card details to Steve Southgate on 01902 495758 (office hours) or 0121 352 1100 (eves).



The CLASSIC CITROËN INSURANCE

Our Policy includes FREE Club Track Day cover, Green Card European cover and legal expenses insurance, and can be extended to include Historic Rallies and Wedding hire.

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- Discount for Limited Mileage
- Valuation not normally required
- Discount for Club Members
- Discount for Collections
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REPAIRS & RESTORATION QUICK REFERENCE GUIDE

TOC SPARES

Chris Treagust
98 First Avenue, Batchmere, Chichester,
West Sussex PO20 7LQ
Tel: 01243 511378 Email: chris.treagust@tesco.net

TOC HELPLINE

Mick Holmes
Tel: 0870 012 2002
From abroad: 0044 115 911 0960

TOC CLUB SHOP

Keith Feazey
21 Paris Avenue, Westlands, Newcastle-under-Lyme,
Staffordshire ST5 2RQ
Tel. 01782 618497

SALES, MAINTENANCE AND RESTORATION

Classic Restorations, John Gillard
First Floor, 636 Old Kent Road, London SE15 1JE
Tel/Fax 0207 358 9969

Traction Renaissance Services, Dennis Ryland
Woodholme, Frithwood, Brownhill, Stroud GL6 8AD
Tel 01452 771011

SALES & MAINTENANCE

Imperial Cars, Steve Southgate
Oxford Street, Bilston, WV14 8AA
Tel 01902 495758

STAINLESS STEEL BUMPERS

Jonathan Howard
Tel: 01608 643065 Fax: 01608 642973

RUBBER COMPONENTS

Mike Tennant
49 Hollywell Road, Mitcheldean, Gloucestershire GL17 0DL

TRANSMISSION

Roger Williams
35/37 Wood Lane, Beverley, North Humberside HU17 8BS
Tel: 01482 863344 Fax: 01482 888619
email: rdrw@steam-car-dev.karoo.co.uk

INTERIORS

South Bound Motor Trimmers
Little Dean Yard, London Road, Stockbridge,
Hampshire SO20 6EL
Tel: 01264 810080

INSURANCE

Heritage
Tel: 0121 246 6060

WWW

Club website: www.traction-owners.co.uk

Club chat: inside_trac@egroups.com

To sign up contact TOC Moderator Helen Brixton at:
mid-shires_toc@upaloft.co.uk

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 display
advertisements there is a sliding scale based on a
full page @£240, other sizes @£5 per single
column centimetre.

Advertisements are accepted in good faith but no
representations are made as to the truth or accuracy
of the same. Readers should satisfy themselves as to
the suitability of goods and/or services offered.

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
page 3). Automatically included for two issues,
unless you instruct otherwise.

CARS FOR SALE



1955 Citroën Light 15, finished in metallic
Sherwood Green with Spruce Green connolly
hide interior with English Elm door cappings.
Restored to a high standard, excellent
throughout. **£7,995**. Tel: 01753 644599.
Email: astonsales@aol.com



11 B 1955 Big Boot Model, Paris built, LHD
Fully taxed, MOTed & insured for one year
£5,995 or VNO. For more details please contact
Jacques Desfontaines Tel: 01747 871748 or
Mob: 07802 583314 E: Jacques@desfontaines.com

Citroën Light 15 (Slough Built) Good condition -
restored 12 years ago by Dennis Ryland. **€12,500**
(euro) or part exchange pre 1931 2/4 seater
Sports/Tourer or pre-war D.H.C. M.G. car or parts.
Tel 053 29550 (Co Wexford, Ireland).

FOR SALE 1954 Traction Avant Big 15
restored by Dennis and Martin Ryland, new
floor, door skins, a full respray, now a light
cream colour, and also generally maintained by
them. There is a service history, plus original
papers from New Zealand. Unfortunately last
month a wee Frenchman ran into the rear
offside. There's not too much damage, therefore
the price of **£12,500**. Phone Brian Shepherd
020 8693 4355 fax 020 8693 7954,
or email dulwichdragon@hotmail.com

1955 Slough Light 15. New unleaded engine,
R. Williams gearbox, Drive shafts. Just fitted new
slave master cylinders and relines. New leather
seats, rewired. Bare metal respray, Brooklands
wheel etc. Forced sale due to unrepairable neck!
£8,000. Tel: D. Bradley 01205 353163.

1950 Slough built light 15. This car is ex South
Africa hence no rust. The engine and paintwork
have both been renovated by Dennis Ryland. It has
unleaded conversion stainless bumpers and exhaust
rewired and refurbished interior. **£7,250** Tel
Stewart Gater on 01788 510991 or 07711 441609.

Citroën Big Six 1954 2 B Litre Saloon, Slough
built, RHD. Beige leather interior. Needs a lot of
TLC. Moveable but not running. Requires a
complete overhaul due to standing, minimum
rust. Stored in garage for 35 years. Workshop
manual supplied. **£2,500 ono**. Buyer collects -
Epping, Essex. Contact Mr Trower, Tel: 01992
307581.

1952 Paris built Big 15 Small Boot. Covered
just 300 miles on engine totally rebuilt by John
Gillard (bills of £2000+). New carburettor, clutch
and dynamo. 12 volt electrics. Stainless steel
exhaust. Excellent interior. Strengthened floorpan
for Paris-Moscow rally. Original manuals. Engine
stand and two spare wheels included. **£6,450**.
Tel: 01276 62038 (eves).

Light 15, Slough Built - RHD. This faithful
French mistress seeks good home. Burgundy red
colour with beige lining interior, deep red leather
seats. Sun roof, heater. Renovated by Classic
Restorations in 1995. Garaged and well cared
for. Average mileage driven 2300 p a.
Exceptionally good condition, many new parts
fitted. MOT & taxed for 1 year. Reluctant sale.
Offer around **£7,500**. Tel: Chris Burke 01929
425 544 or 01929 425967, Dorset.

1948 Citroën Light 15. Paris built left hand
drive restored about 12 years ago and still in
very good condition. MOT June 2003. Happily
completed a 1200 mile holiday in France last
year. Insurance valuation £9,000. For sale at
£7,000 ono. Tel Peter Arnold 020 8763 2492 or
07931 562508 (Surrey).

NOW FOR SALE! ONE OF THE BEST :- 1951
L.H.D. 11B Normale finished in Grey/Black.
5/steel hub caps, exhaust & bumpers. Roger
Williams rebuilt gearbox just fitted also new
ringear, clutch & starter motor 12v. electrics,
unleaded cylinder head modification. This car
was completely restored by Dennis Ryland in
1999. **£12,000**. Please contact Dennis Kallend
tel. 0033 254 248 948 or e-mail kally36170@aol.com

Citroën Light 15, Black, Slough Built Taxed &
MOT. £13,000 spent over 10 years. Not being
used needs a new home. **£6,500**. Tel 07971
890235, Ross on Wye

Citroën Light 15 (Slough Built) 1949 Small Boot
Excellent condition, shown at NEC 2001. **£5,000**.
Steve Thompson Tel 01964 533433 (day) or
01964 535287 (eves).

PARTS FOR SALE

Repair Manual - Citroën Front Wheel Drive, 12
and 15 models, text and illustrations, 1938 to
1950. **Excellent £15**. **Citroën Book in French -**
Les Archives du Collectionneur covering 7, 11 and
15 models, 1934 to 1957. The book gives very
comprehensive and illustrated details of each
model. **Excellent £15**.
Dave Almond Tel: 01225 723701.

For Sale: Towing Bracket to fit Citroën 11B Normale.
£30. Richard Haydon 01737 760 922 (Redhill).

For Sale: Totally original Citroën repair manual.
Invaluable original edition. Original Slough book
in English covering all 1938 - 1950 Traction
Avants. **£40** (includes P&P). Please telephone
Alan Smith 0117 924 9821.

Parts for sale, part/most of a light 15 / big 15
engine for sale. Fair price at buyers discretion
Ben Osborne, 4 Westwood, Stercross, EX6 8RW.
Tel: 01626 890515

WANTED

WANTED - a set of Pilote Wheels with/without
tyres for 1938 Traction (French built) Legere.
M Cooper 01932 867 245 or 07889 750336

WANTED - a set of chromed over-riders to fit
the design of bumper pictured on SPG 321 in
the April/may *Floating Power* (on page 18).
Must be in A1 condition to match bumpers.
Phone Andrew Ralph on 01293 774408
or Email andrew.h.ralph@btinternet.com

Help? I need to get my '52 Avant in good
shape, was working OK when imported from
France in 1997 (seized brakes and in need of
overhaul now). ANYBODY BE THE MAESTRO (At
£8 per hour-) WHILE THE APPRENTICE holds the
spanner and learns? Email jdguid@btclick.com
phone 02380 261 628 garaged car in Chandlers
Ford - Junct 12 M3

Miscellaneous

Visiting BARBADOS? - Don't miss The
MALLALIEU MOTOR COLLECTION at Pavilion
Court in Hastings. You will see a famous Big 15
and many other interesting cars. TOC members
particularly welcome. Tel: 246 426 4640 to be
sure we are open. Token charge of \$5.00 (US).

WANTED for club Archives - Pre '57 Citroën
Technical and Historical information for Traction
Avant and earlier RWD models, Manuals,
brochures, photographs, newspaper cuttings,
magazine articles, drawings, anything useful
especially long forgotten English language items.
I am not asking you to give valuable items from
your collections, just simply to make them
available for copying or scanning by arrangement.
Please give me a call or Email if you can
contribute. Or if you are looking for anything in
particular. I.E. Has anyone got any Kegresse
caterpillar repair information??
Contact Frank Grant Tel: 013397 422 72
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overcomes these problems and saves bonnet up
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