



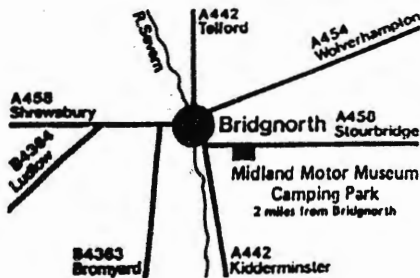
DON'T MISS

The Traction Owners Club ANNUAL RALLY



Bridgnorth 14-16 JUNE

THIS YEARS VENUE IN SUNNY SHROPSHIRE IS AT THE CAMPING PARK IN THE GROUNDS OF BRIDGNORTH MOTOR MUSEUM.



COST : £4.00 PER UNIT PER NIGHT

ADVANCE BOOKINGS PLEASE TO :

MICK BOULTON (STRICTLY BEFORE 9.00pm)

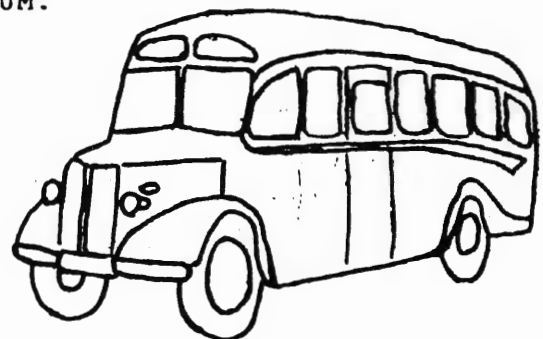
ON 093928 254.

WE SHALL BE ON SITE FROM FRIDAY MIDDAY ONWARDS TO WELCOME YOU.

SATURDAY 15th JUNE. THE MAIN EVENT WILL BE A SCENIC TOUR OF SHROPSHIRE TO INCLUDE A PUB LUNCH, AND FINISHING WITH A VISIT TO ACTON SCOTT FARM MUSEUM OR IRONBRIDGE BLISTS HILL MUSEUM.

IN THE EVENING WE SHALL GATHER IN A LOCAL PUB WITH ENTERTAINMENT.

TRANSPORT THERE AND BACK WILL BE LAID ON.



SUNDAY 16th JUNE SEES THE IDEAL OPPORTUNITY TO TRAVEL ON THE BRIDGNORTH STEAM TRAIN AND CLIFF RAILWAY. THERE WILL ALSO BE THE USUAL AUTO JUMBLE, CLUB SPARES AND CLUB SHOP, AND CONCOURS COMPETITION.

DRIVING SKILL GAMES FROM 11.00 AM ONWARDS, OTHER GAMES AND SPORTS FOR THE YOUNGSTERS.



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Floating Power

Volume 16, Number 2

May, Ninetenn Hundred and Ninety-One

DUE to an attack of lethargy I think that this magazine will be even later than usual. Therefore to those of you who receive it the day after the Annual Rally my sincere apologies I will try harder next time.

For those of you who read the professionally assembled magazines notably the one entitled "Your Classic" you may have noticed that 'Floating Power' came first in class with regard to Black and White A4 magazines. This all relates to a series of articles on what the Car Clubs provide for their membership. They judged the various Club magazines after having divided them up into categories — Colour, Black and White, printed, photocopied etc., and as mentioned 'FP' came first in its category. Much as I would like to accept the credit (I wish that they would make those doorways bigger) judging from the cover of the magazine which appeared in "Your Classic", the magazine which they considered was produced when Sam Wells and Bob Wade were putting it together. So well done Sam and Bob, an award well deserved.

The 'Helpline' seems to have been a feather in the cap with regard to committee decisions. Contrary to most people's thoughts I have not had one enquiry from the 'Helpline' with regard to the magazine. You may have noticed that there was not a TOC Year Planner sent

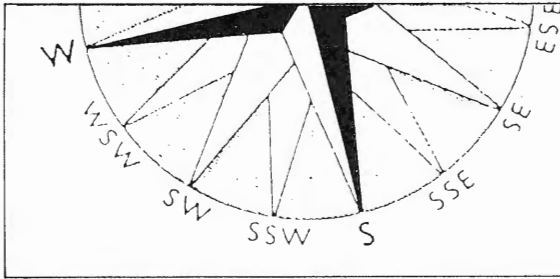
out this year. It was not a conscious decision but probably because there was so little comment for or against last year's Planner, it never cropped up in conversation for 1991. Perhaps if anyone has an opinion on the value of a year planner something can be done for 1992.

As members of the F.B.H.V.C. we have donated the sum of £212.50 to their funds as the annual subscription based on the number of Club members. From the various articles that are reproduced in this magazine I am sure you will agree that it is value for money when you consider the repercussions current legislation could have on the use of 'our' vehicles if exemptions were not allowed.

In this issue there are two articles on the recent 'Tour of Belgium'. I must concur with all that has been said. It was a most enjoyable experience, and the accommodation was in an hotel which always appeals to my sense of comfort. However, I will be under canvas for the Brittany Tour, so come on weather brighten up. The majority of TOC tours have always been under canvas, I wonder if an hotel based 3-4 day tour somewhere in the U.K. at approximately £150-£160, which is what the Belgium tour cost, would bet much response?

Until the next issue fellow Tractionistes, see you at the Annual Rally.

David Gardner.



NEWS FROM THE SOUTH

By MARTIN NICHOLSON

During the extremely cold weather an unheated garage was not the most inviting form of evening retreat and I began wondering about the definition of the word 'enthusiast'. "Ardent and lively interest" seemed quite appropriate "eagerness", not too sure about that one! Just out of interest the word's origins are Greek meaning "to be possessed by a God"—I wonder who that could be, "Andreas Citroenius" perhaps? Progress this winter has been painfully slow in the restoration camp, what with 'blooming paint', underseal that won't dry and Waxoyl that comes out of the spray gun in lumps, I eventually took all the parts I could into the study and at least got on with checking over the electrical equipment, rewiring instruments and reassembling the dash. Vicki is being extremely patient with the study in a mess, a spare bedroom full of wings and seats, the caravan full of bonnet and roof panels and an odd assortment of wheels and tyres all over the place. I still don't understand why there was a problem with the generator on the kitchen worktop next to the cooker, however!

One of the problems that Slough built car owners have to contend with is the variety of the bolt threads. As a general rule of thumb anything that was part of the French assembly line appears to have been metric as one might expect, anything that was part of the British variation e.g. chromework, leather seats, wooden dash, British instruments was probably 'Whitworth' or maybe not. Another problem to contend with is where a previous owner has taken parts off the car lost say one of a set of four metric bolts and replaced it with a Whitworth bolt or even UNF or UNC. I've tried to replace everything where rust has taken over but at the same time you do get to the point where the question arises "am I being too fussy and who the hell will know anyway?" One area that caused problems was 7mm metric bolts. Not wishing to bother the likes of John Gillard, Mike Wheals, Mick Peacock or Dennis Ryland every minute of the day (I know lads, but I could have phoned you up more often!) there are some things that a little research on one's own and then succeeding in finding a solution gives a great feeling of satisfaction. No one in the small ads in the classic car mags could supply 7mm bolts, only to special order. I just happened to ask our nearest, I won't say friendly Citroen Dealer, because they have absolutely no interest in the Traction at all, but to my amazement 7mm bolts are kept in stock. No doubt most of you knew that already, but just in case etc.

Perhaps this is one area where the Club could help new members. Over the years in

the magazines, by word of mouth, etc., etc. various useful facts, short cuts, alternatives have come to light. Would it not be possible to produce a file of such information for members to purchase at say a fiver or tenner if they wished, a supplement could then be published each year. Back issues of the mag do help but it may well be that the info you are looking for was in the back issue you didn't buy. I had just such a problem with a 1951 wiring diagram for the Light 15. In the end Steve Reed remembered that one had been published in the mag, as it turned out, the month before I joined, and a copy I hadn't seen.

One thing that never ceases to amaze me is how our cars have lasted so long. The inside of my car, i.e. under the roof lining and other covered areas, had never seen a lick of paint nor even primer. Clearly not only was the steel much thicker in those days but must have been of a much better quality.

Talking of paints, this is one area where it is too easy not to bother with sensible precautions. You'll all recall the situation where just a lick of paint is required in an awkward or inaccessible area and "it is not worth putting on a mask for that bit". I've found from my own limited experience that whilst cellulose doesn't appear to cause trouble you can feel quite ill when using 'Finnigans Hammerite' type paints and even the so called 'safe' two packs — always wear a mask and not just a dust filter, a proper anti-toxin filter. Actually the Ed. may care to add a few comments here as he is a paint specialist. (No I'm not but I would second what Martin is saying and would emphasise the fact that with the twin pack polyurethane paints their effects are cumulative so whilst

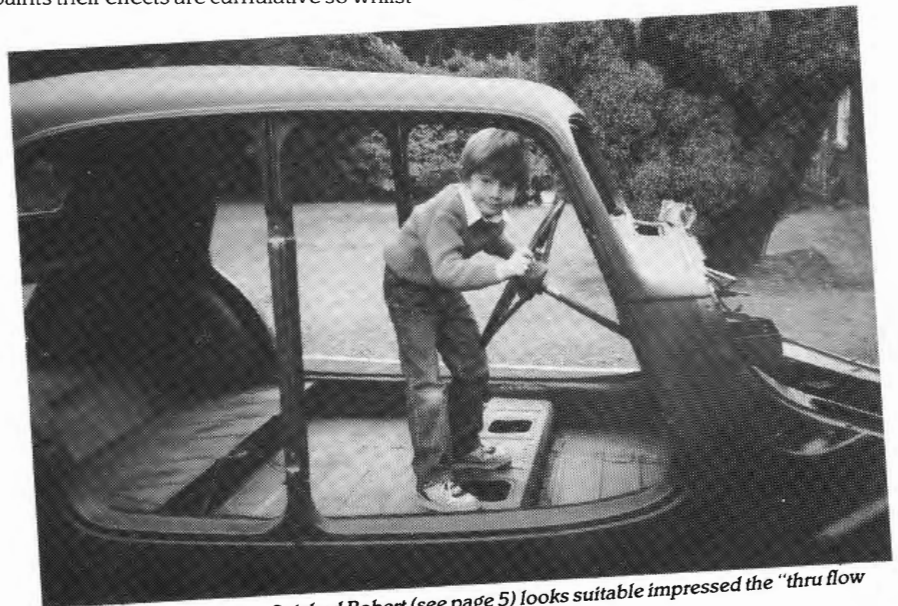
you 'get away with it' the first or second time you could suffer for the rest of your life!—Ed).

Finally a couple of tips from yours truly, whilst fitting my new Peacock driveshafts and replacing the top and bottom ball joint rubbers I needed firstly the 'C' spanner to undo the castellated outer wheel bearing retainer. I didn't have one and refrained from using a cold chisel as prescribed in a recent motoring mag feature, the thought occurred to me that an immersion heater ring type spanner might work. £3.75 spent at our local "Wickes" DIY building store and only a minimal amount of easing with a file and the problem was solved. I also modified another of these spanners to fit the lock nut on the top ball joint. The "No-gas Mig welder" has found yet another use!

The club meetings held monthly at the White Hart in Whitchurch Hampshire (1st Sunday every month at lunchtime) always well organised by Jan and Mike Wheals have been well attended in recent times. The Christmas lunch was a great success and a few of us posed with our cars by a babbling brook in the freezing cold for the motoring press. The picture appears I am told in the April edition of 'Your Classic', I haven't seen it at the time of writing (the last item reminds me that I did receive this for the March Mag — Ed).

One of the earlier meetings this year was a joint get together with C.A.A.R. which as far as I recall stands for 'Classic Ancient Autos Register'. This is an International Club and several TOC members are also members, although the club caters for all makes of car, not just Citroens. A very packed meeting, we virtually took over the White Hart but it was nice to see some other 'Classics' in the car park particularly the old Bentley.

On the subject of Central Southern Area meetings, come on you lot out there in the North, Midlands, East, South West and what about Wales, Scotland and Ireland, come to think of it what about local meetings throughout the rest of the world. Let's have some reports, you must be doing something, let's hear about it.



It should be good when finished Robert (see page 5) looks suitable impressed the "thru flow ventilation."

YOUNG TRACTIONIST



AT WORK

Robert Dennis, aged seven, who is Martin and Vicki Nicholson's Godson, was recently asked to make a presentation to his class on any subject he chose. Robert, without any persuasion from other outside forces, chose a subject fairly close to your own hearts.

Hello, my name is Robert and I am here today to talk about old Citroën cars called tractions. I have been interested in Citroëns for three or four years now and have been to four Rallies at Popham, Windsor Greatpark, Stratford-on-Avon and Henley, of which I have brought some photographs for you to look at afterwards. At Rallies people who are interested and own tractions meet and show their cars off and talk about them. They also sometimes give prizes for the best car. My favourite Citroën is the traction Avant, this is French for front wheel drive (this is a model of one). It is famous because it was the first car made with front wheel drive and made without a chassis and with proper suspension.

The traction Avant Light 15 was first made in 1934 and was made until 1957, 23 years after its launch and 710,000 cars were made. The Light 15's top speed was 79 m.p.h. and the big 6's top speed was 83½ m.p.h. The big 6 is slightly bigger than the light 15, it also has a 6 cylinder engine. Most models were saloon cars but as you can see from my poster there were other models too like the Roadster and the Coupé. Although, most tractions were made in France, some were made in Slough.

My Uncle Martin's traction Avant Light 15 was made in 1951 and he is spending all his time and money trying to restore it to almost new condition. To do this, he has had to take it all apart. Then he has to clean, paint and mend it and put it all back together again. He has been working on it for nearly three years and it might be finished this year. He has promised me and my sister a ride in it when it is finished and I can't wait for that!

by Robert Dennis March 10th 1991. age 7

PRIDE OF '22 RE-RUNS THE 'MADMAN'S TRACK'

A 5.1kW 1922 Citroen driving around Australia? Couldn't be, you might say. But it happened twice.

The first time was in 1925 when two missionaries drove round clockwise because it was the easiest way to get their car serviced. And a small group of car enthusiasts celebrated the 50th anniversary of their feat this year with a circuit in a specially restored vintage Citroen. But the modern tourers went around anti-clockwise.

Jim Rediex, 1974 World Cup rally winner, headed the 1975 motoring team. A car dealer, he supplied three Citroen cars with a total value of \$27,000 for the adventure: the 1922 Citroen tourer 'Bubsy II', painted bright yellow, a GS 1220 which towed a 3.5 metre Chesney caravan, and a DS 21 safari wagon.

The men took only 19 driving days to complete their journey round Australia (9,660km) – two days less than planned for the 35-day adventure.

Pat Hetherman, the PR man with the team, put a question to Jim Rediex which started it all.

"Would a 1200cc Citroen pull a 3.5 metre caravan on a long tow?"

"What about around Australia?"

"I don't know but I'm going anyway."

The possibility of making a tour, repeating the 1925 feat in a car of the same vintage, had occupied Jim for some time. Eventually the team stretched to six men and two support cars.

A major expense was the \$5,500 spent in restoring the vintage Citroen bought for \$120. Having languished under a Brisbane house for the previous six years it was what Pat described as "decayed". The restoration work was crammed into three months.

The 1925 circuit was made by two Perth Seventh Day Adventist missionaries, the late Neville Westwood and Greg Davies, 71, who lives in Perth still.

They set out from Perth on August 4 in a 1922 baby Citroen, then a very popular car on Australian roads, to make a feasibility

study of sending a mobile dental clinic to the Kimberleys. When servicing was required for the car in northern WA, the two men decided it was wiser to keep driving towards Brisbane than attempt to return on the 'Madman's Track', as the sand dunes of the 144 kilometre beach between Port Hedland and Carnarvon were then known. The clockwise journey back to Perth took five months.

TAA flew Mr. Davies from Perth to Brisbane recently to see the second team of adventurers on their way.

The tourers helped the Save The Children Fund by permitting fund collectors to be present when the cars were on show at stops along the way.

Sponsorship provided smart overalls and "best" gear of beige and dark brown slacks, shirts and blazers; fuel and food.

They reached Perth in two weeks, 27½ hours early.

"I thought the vintage car's exhaust system might come loose on the rough roads," Jim recalled. "So we checked at Townsville and again at Broome. But it proved unnecessary.

"We allowed for 20 m.p.h. from the tourer. But she proved 16 per cent faster, averaging between 30 and 35 m.p.h. on bitumen."

The original plan was to lead with the GS 1220 and caravan.

"But it couldn't keep far enough ahead to keep appointment times," Pat said. "So the safari wagon laden with spares and stores took its place."

Two men always drove in the little 5.1kW tourer, followed by a back-up car between 80 kilometre stretches dividing pre-planned meeting places.

One night crossing the Nullarbor in SA, when a big truck hurtled by on one of the worst stretches of road encountered, the filaments on Bubsy II's headlights went phut. The remaining 40km were driven by the faint beam from one 6 watt sidelight.

"We had a partial minor fuel block in the tourer another day which took five minutes to fix. One spark plug was changed on a support vehicle," said Jim.

"Apart from these the journey was absolutely trouble-free, no punctures, nothing for our two mechanics to fix. The safari wagon was laden with spare tyres, wheels, axles, none of them required."

One of the two other bad stretches during the June-July tour was the last 40kms between the Nicholson homestead (repeating the visit of the 1925 car) and the old Hall's Creek post office in WA.

"It was night time," Pat Hetherman explained. "There were huge boulders, herds of wild donkeys, dry waterways, great crags looming out of the dark. You could sense it was beautiful country. In fact we stopped there until daylight to see the ruins of the old adobe post office which once had 15 rooms. The new Hall's Creek settlement is miles away."

The third worst stretch was the 460km between Broome and Port Hedland.

"Terrible," was Pat's verdict. "Almost as bad as the Nullarbor Plain after leaving the

good bitumen surface of the WA stretch and crossing into SA.

"It could be said that it is easy to drive around Australia. I suppose it is. But you must take into account the state of the roads and rivers at that time of year.

"Wide, well known rivers like the Victoria can be as dry as a dirt road. Speed has to be adjusted in places quite considerably. Ignoring these things is what gets people into trouble."

Any new adventures in the think tank?

Jim Rediex gave a slightly embarrassed laugh. "We did mention on tour that Admiral Byrd took a couple of half-track vehicles to the Antarctic."

Meantime he looks like being a full-time father to the bright yellow glamour car Bubsy II, now much in demand for school and civic occasions.

'Bubsie 2' makes history

A 5CV Citroen which became famous for its epic re-run of the first circumnavigation of Australia in 1925 will join a cavalcade of vehicles to cross the new Les Baker bridge in Gayndah at the official opening.

The 5CV model Citroen, known as 'Bubsie 2', emulated the epic journey undertaken by another 5CV in 1925.

'Bubsie 2' also recently became the last motorised vehicle to cross the old traffic bridge in Gayndah.

It crossed the bridge after the bridge was finally closed to traffic.

The Citroen's present owners, Messrs Les Hay and Peter Huth, acquired official permission to carry out the feat.

Mr. Hay drove the car and his passenger was, most aptly, Gayndah's historian, Mr. Jim Campbell.

A large collage of photos taken on the occasion and framed by Mr. Bob Aikenhead who used timber taken from the bridge, will be presented to the museum on bridge opening day.

Mr. Hay said 'Bubsie 2' would be part of a procession of motorised and horsedrawn vehicles planned for the opening day, September 8.

Entries, he said, were expected to include both the new and antique versions of various models of locally owned cars, motorcycles and tractors, as well as horse riders and horsedrawn vehicles.

"We hope drivers and passengers involved will dress in the fashion of the era dictated by the age of their vehicles."

A commentary on each of the 25 or 30 vehicles would be made as it crossed the bridge, he said.

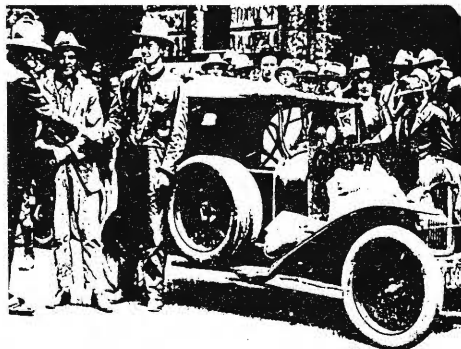
Other features in the programme will include a 'Meson Street Frivolity' with entertainment provided on a portable stage by schools, the Rum City Band and the other performers.

The entertainment, which Rotary and Lions Clubs have undertaken to co-ordinate, would follow a combined churches "open air" service in the courthouse grounds.

According to shire chairman Cr Stan Ping, evening attractions arranged to date included a fashion show/cabaret ball and old time dance.

From NAN GOREY in Brisbane.

The two missionaries who first drove a Citroen around Australia in 1925. The surviving member, Mr. Greg Davies, is on the left.



Messrs Les, Pam and Peter "Hayezzyhuth" from Queensland, Australia have sent in various items from their local press and Club magazine. The articles included a number of photographs, but I am not sure how they will turn out when printed (I always make my excuses beforehand – Ed.).

THE DON WRIGHT CITROËN SPECIAL

*From information supplied by Don Wright
through Kenn Gilbert*

The term 'Racing Citroën' doesn't sound quite right – as incongruous as saying '2CV Drag', or 'Light Fifteen Sprint'. If, however you have a memory stretching back almost a quarter of a century, and had a keen interest in local motor racing, you may remember Don Wright, of Sydney, and his Citroën Special.

In the early fifties, Don, with the assistance of Gordon Smith, engineer, Stan Barrett, panel maker, and Franklin Baldwin, chassis designer, built a special based on a Light Fifteen engine, gearbox, front drive assembly, and rear beam axle. This was integrated with a tubular chassis of fairly simple but rigid design.

All of this was covered by a body of hand-beaten aluminium, and sat on a set of Pilote wheels shod with Michelin X tyres.

After several races, the rear beam axle was replaced by an independent rear suspension fabricated from Morris Minor lower control arms (torsion bar type) and specially made upper control arms and truts with Light Fifteen rear stub axles attached. This change cured the problem of rear wheel lift at high

cornering speeds.

The transmission was a Four-speed Duriez, far better than the usual ERSAs. These were hard to find, and had been smuggled into England by the H.M.W Jaguar racing team. Don bought one of these sets and brought them in as second hand lathe gears to avoid paying tax!

At its first appearance at Folley's Hill Climb, Monavale, it broke the outright circuit record (in 1950, in rolling chassis form). Soon after, it took out second place in fifty mile event at Mt. Druit, followed by first place in a quarter of a mile event. This car competed at every Mt. Druit meeting. At the Gnoo Blass Circuit at Orange in early 1953, Don blew his differential. At Hawksbury Lookout, competing in the under-3 litre class, the special set a new record which stood unbroken until the closing of the circuit in the mid-fifties. In the 1954 Bathurst One Hundred Mile Grand Prix, the special won fourth place (winner was Reg Hunt in a 250-F Maserati). In the following year Don came fifth, being timed at 111mph.

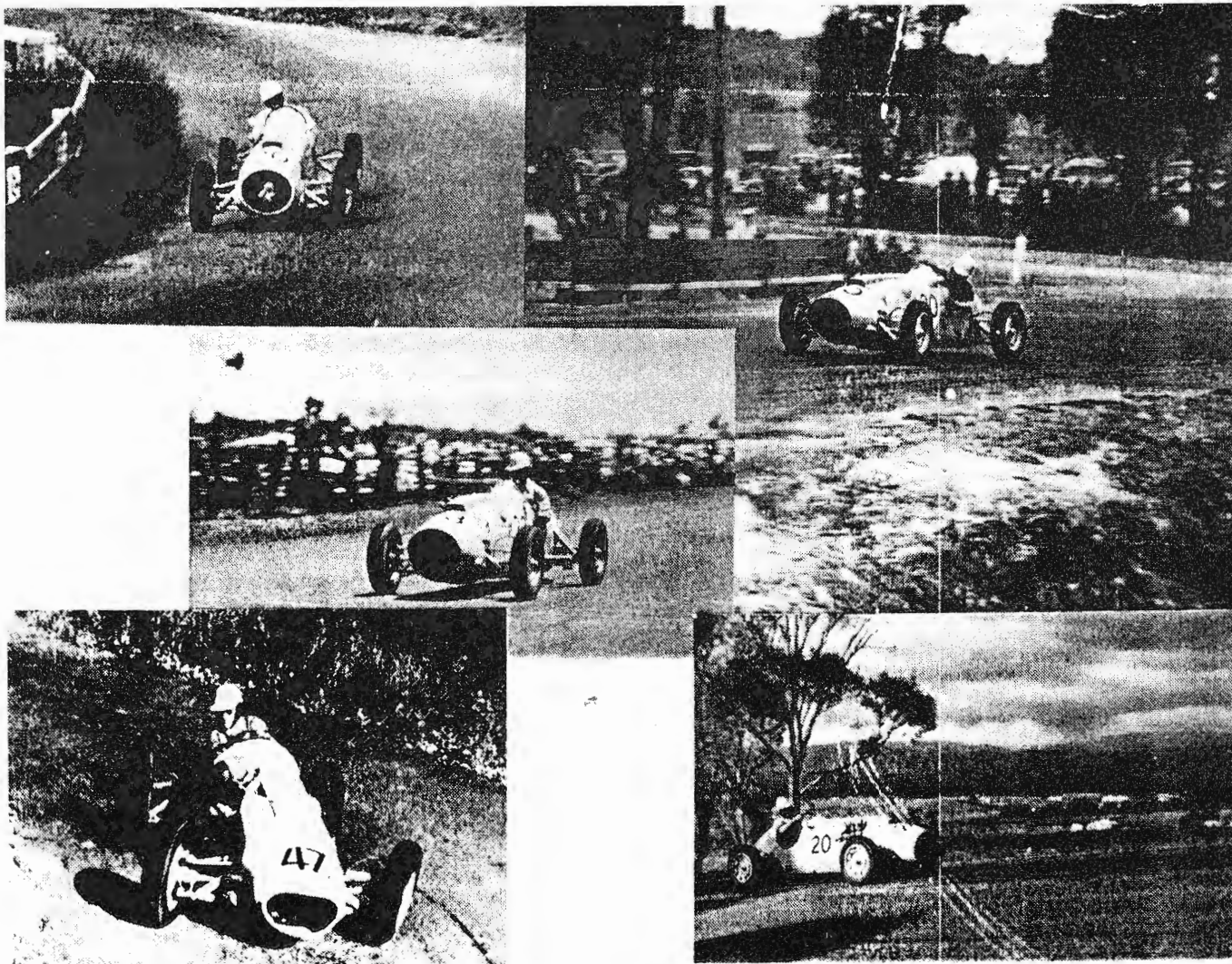
Predictably, the gearbox was starting to

show signs of wear, so Don set about making up a new set of gears identical to the Duriez kit. He had only got as far as production of the gear blanks when he decided to sell the Special, a move prompted by the car, running a standard gearbox, putting a rod through the block at the Newcastle Hill Climb.

Ian Steele, a dentist bought the special from Don, selling it again soon after to Geoff Thorn, who had a set of straight cut gears produced from the Duriez blanks. Geoff broke the circuit record at the Silverdale Hill Climb, but flipped the car in a later event, and sold it after rebuilding it. Several owners later, (John Moxham now owns the special) the Special has been modified several times, but is still being run in events. This must make it one of the longest-lived Australian specials.

Don, and his engineer, Gordon Smith, now own beautifully restored Light Fifteens (those who went to Beechworth this year saw Don's car).

*Courtesy of CCOCA FRONT DRIVE
Oct/Nov 1978*



THE THIRD TOUR OF BELGIUM, OR FIVE DAYS OF FRIENDSHIP, WINE AND FOOD

By Stan Barker

The time was 0630 on Wednesday 30th April, as Paul and I parked up at Dover Port for the 0730 Ferry. Soon to arrive through the mirk and drizzle, a well known two tone green Normale, carrying the first of the British contingent, Colin Gosling.

The trip over to Calais was fast and spent at the Breakfast table.

Waiting for us at the exit from Calais port were Sue and Peter Riggs, in their Normale having crossed on the Hovercraft.

We journeyed via St. Omer to Cassel for coffee and then to Poperinge for lunch. Our destination for this night was to be a small Auberge in the French border town of Hallouin.

Resting in the Lounge/Bar, first with coffee and then with something stronger, we were eventually joined by Dave Gardner in his Light 15, and finally by Beverley and John Oates in a Legere. The scene was this set for what was to be, for me, a very memorable first tour of Belgium.

Dinner was taken in the Auberge, and possibly due to an over indulgent Patron, lasted until the early hours of the morning.

Thursday arrived and after displaying the five cars for the Patron to take a photo (only one shot left in his camera), we took our leave.

In convoy, we travelled to the Citroen Main Dealers in Tournai, to join the total of 54 cars, registered, and partake of breakfast, (the first time that I have seen a Dealers Showroom laid out as a Restaurant, with full Buffet Breakfast provided). Here we were joined by June and Mike Redgrove who had driven direct from the Ferry.

Eventually we all departed to travel via Ypres and Ostende to Blankenberg, for lunch in the Restaurant Slipway. 1500 hrs. sees us on our way in convoy to Gent, where the Arcade Hotel is to be our home for three nights. But first we must park up in a group in front of the Post Office building, and attend a Reception given by the Mayors Representative in the Town Hall, with Champagne provided. As is usual on these Tours time was short when we arrived at the Hotel and at 1930 hrs. we were winding our way, on foot, over the roadworks, relaying the tram tracks, to the Restaurant Benelux, for a true Belgium meal. After much talking, eating and drinking, it was comforting to know that bed was only 10 minutes away.

Friday arrived for me at 0700 hrs. with the telephone alarm. Buffet breakfast having been taken, today was to be a Gent - Gent round trip of only 220kms. (but yesterday had only been 220kms.) Lunch was to be taken in our own time, in any of the Restaurants sited around a beautiful lake at Genval. Had the Belgian signposts been pointing in the right direction, or in many cases been there at all, we would all have found the correct route, but by the "Tractionist's Nose" everyone made it over a period of an hour, by a multiplicity of routes. By 1830 hrs. we were back at the Hotel in Gent, having taken a route completely around Brussels. As on other days before and after, the weather was cold, at times drizzly. We were able to see the site of the Battle of Waterloo, and the memorial mount,

although at this point the weather was foul to say the least.

1930 hrs. we were boarding the Bateau "Benelux", also owned by the previous nights Restaurant. The evening was to be a four hour boat trip down the rivers Lys and Escout, with a Buffet meal. Now this was a meal to be observed and remembered. In fact it was a shame to devour it. Whole Salmon and Trout, displayed with meats, cheeses, salads, eggs and all sorts of green saladings. Help yourself and no holds barred. By midnight most of us were ready for bed, but none was prepared to swim for it. Saturday was to be a conducted tour of Gent on foot, followed by a Flower route circuit.

But for the cold wind and drizzle, the tour of Cathedral and old City was wonderful. Nice to have a Guide who spoke English and was so knowledgable. We had parked all of the cars in the Citroen Main Dealers garage in Gent, first thing in the morning, and by 1130 hrs. we were back at the garage for Aperitifs. It was good to be able to see all of the cars together and be able to compare the slight differences between Paris, Slough and Belgium built cars of the same year. Lunch calls, so we are away in the cars in Convoy with Police motor cycle outriders, to St. Georges Restaurant.

This was to be a very upmarket meal, in a fine old wood panelled room.

1500 hrs. and we decide to attempt the "Bloemen Route", and blow the weather. Beverley by now had become the British No. 1 Navigator, so we are off through wonderful pasture lands and smells, returning to the Hotel in time to change for dinner.

1730 we leave in some of the cars for the 40km. drive to the Biezemhof Restaurant in Aalter. A very popular venue, there are two wedding receptions going on, as well as our dinner, at times the Parties became rather mixed up. The food and company where I was left nothing to be desired, so I must have been in the right place. By 2300 hrs. the British table, by some strange coincidence, was the only one left occupied, everyone else departed. Rather than outstay our welcome,

we corked the remaining bottles and returned to the Hotel for an early night. The bar was still open and I believe some persons may have been later finding their beds than originally intended. Next morning the wine bottles were all empty.

Sunday, the final day arrives, the weather is somewhat better, and with an early call, we pack our bags, load the cars, pay any outstanding bills, have breakfast and are away by 0900 hrs.

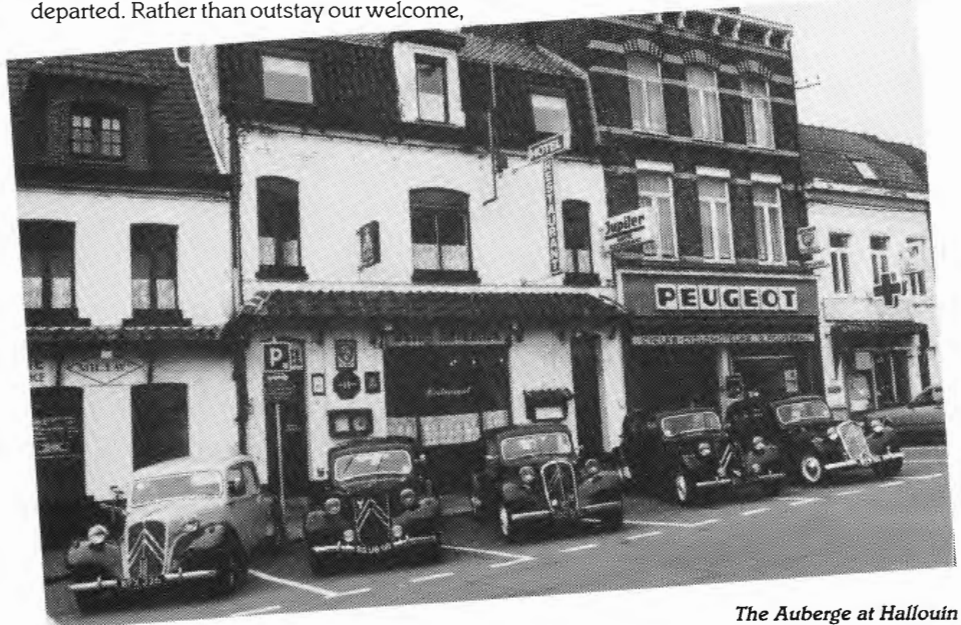
The drive via Ooidonk and Oudenaarde to Tournai is through very beautiful country, with Chateau and old villages. We all (the British), stop for coffee in the main square at Oudenaarde. Today is Mothering Sunday in Belgium and everywhere there are flowers.

1130 hrs. we arrive at the Town Hall in Tournai for the Mayors reception and champagne. The beautiful square of the Town Hall, is filled with 1-B12, 2-AC4, 1-C6Torpedo, 1-AC4FC, 45 Tractions, 1-Am 16, 1-HY Van Camper, 1-ID Special, and 1-SM, a sight to see. It was pleasing to hear the Mayor in making his speech announce that he had been driving Citroen for 45 years.

Now for the final meal, a first for me because it was laid out in small tables in the Nave of the local Catholic Church. I have never thirsted after righteousness so much before.

The final speeches having been made and every driver receiving a magnificent gift, (some two), we started to say our goodbyes. Colin and I were travelling to Brussels for a few days, but the rest British, French, Swiss and Belgians, were returning home. I am sure like myself, all had made new and lasting friendships, had been entertained to the full, and been shown by the Belgians, if at times at high speed, much of their beautiful Country and Buildings.

If this article sounds like a gourmets dream, it is no surprise, our Belgian friends hold food and drink together with hospitality, first in their priorities of life, and I thank them for the attention given to us all. I can not wait for 1993.



The Auberge at Hallouin

TOUR OF BELGIUM – A SECOND OPINION

by Bev Oates

I must admit at one point I wasn't sure if we would get there. I was ever the optimistic and sent off the 1900 BF and booked the ferry three weeks ahead. Why was my beloved "other half" panicking?? Well – the engine was still in bits on the garage floor as John had rebuilt the engine and hadn't quite finished! It went back in with two weeks to spare! Then, the week before we were due to leave, John decided to fall over and badly sprain his ankle, so was off work for a week and hobbling around on crutches. I was busy taking the Traction out every night to get used to driving it again after the winter – also, it is a little bit bigger than our normal transport of 2CVs.

However all was well in the end and we did get to go. As it was so good I felt I had to write and tell other TOC members – it may persuade you to go next time.

The Tour started off in Tournai where all 54 vehicles met up at the Citroen garage for breakfast (can you imagine your local dealer doing this?).

The 54 cars were: 5x Rear wheel drive; Tractions x45 (of all types); an Ami 6; 1 HY van; ID Spec.; and an SM.

The first day consisted of 220km Tour: from Tournai we drove north to the coast for wine and food. On to Ghent for a civic reception with champagne followed by a three course meal at a local restaurant.

We stayed in a hotel right in the centre of Ghent, which had a locked underground



Raising spirits in the church.

garage so all our "babies" were safe.

Friday: another tour (220km) which ended up at lunchtime at Geneval, a pretty spot next to a lake. We were free to choose a restaurant, and in fact most people ended up in the same place for another three course meal!

In the evening we had a cruise up the river with a superb buffet laid on and a good jazz band (where do the Redgroves get all their energy from??).

Saturday: started with a walking guided tour of Ghent (the guide even pointed out the architecture of the local McDonalds, which Dave inspected further later!!), then on to the Citroen garage where all the cars had been

parked earlier. Yes – more champagne and welcomes. The local motorbike police, about six in all, stopped the busy lunchtime traffic so we could drive off in a dual-lane convoy to our next three course meal. The Belgians certainly know how to make you feel important (I have almost perfected the "royal wave").

In the evening we drove out to Aalter for our three course meal and wine. On return to the hotel a group of us sat chatting and drinking in the bar – by the end of the session, June had ordered a tanker of industrial chocolate from a Belgian "in the trade" (has it arrived yet?), while Colin and I were fascinated by the different beer glasses that were available.

Sunday: all too soon the Tour was coming to a close. We drove to Tournai for a civic reception – to meet the mayor and drink yet more champagne. Then on to a church (yes, I did say church), for yet another superb buffet and plenty of wine. At the end of the meal every car owner was given a gift (we had a 3lb piece of smoked ham – it is absolutely delicious and is quickly disappearing).

When we initially thought of going on the Tour we looked at the price and thought it was rather expensive but decided "what the heck, let's go". I am glad we did as it was well worth the cost – especially as we were in a city centre hotel (which offered a superb choice at breakfast) and, not counting breakfast, we had six gorgeous meals and free wine with each. John and I will certainly be going again in two years time if there is one. The whole organisation was excellent – we were given clear instructions of the route to follow each day (even if it was in French!) and back-up vehicles (including our own Touring-Secours man, the "AA").

I would like to thank the other TOC members who went, as they were a great group of people to be with. Roll on 1993!!!



Citroen main dealer at Ghent.

CARE AND MAINTENANCE OF THE 12-24 hp CITROEN

From the point of view of maintenance, the 12-24 h. p. Citroen is an excellent car for the owner-driver, for it has a high reputation for sturdiness and reliability, and it calls for little attention to keep it in good tune. The less attention a car requires the less excuse is there for a driver to neglect it, and if the following instructions are taken to heart and carefully carried out the best results should be obtained from this popular and attractive machine.

In the first place, it should be explained that it is the policy of the manufacturers to incorporate detailed improvements as found desirable, and not to wait for any particular season of the year in order to introduce a new model. Thus certain small differences are observable between those cars now being delivered and vehicles of an earlier date. For example, the oil pump which supplies the needs of the engine as regards lubrication is now placed lower in the sump, so that it is submerged in oil, and this in turn involves a slight alteration in the filter gauze through which the pump draws oil from the sump.

It will assist the owner-driver to appreciate the importance of lubrication if he realises exactly how the oiling system is arranged. From the pump a pipe conducts the oil to a gallery running along the side of the crankcase, whence it flows to the main and camshaft bearings, and through a jet on to the timing gears. Oilways are drilled in the crankshaft and oil enters the shaft at the two main bearings and passes through the shaft to the connecting rod big-end bearings. The cylinders and pistons are lubricated by the oil thrown up from the big-end bearings.

The oil filler is now fitted at the front of the engine on the offside, with a dipstick gauge close to it on the same side to indicate the amount of oil in the sump. The oil level must not be allowed to fall below the minimum mark on the end of the dipstick, and oil should not be added so that it comes over the maximum level mark. The sump holds 7 pints of oil, Gargoyle Mobiloil A being recommended for use in both summer and winter. Earlier models have a pointer type of gauge which is operated by a float in the sump.

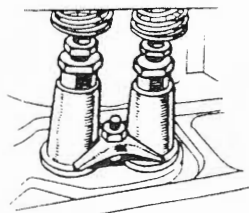
There is also an oil pressure gauge on the instrument board to indicate that the pump is working correctly. When the engine is at rest this indicator shows black, but when the engine is running white sections should appear, and if they are not visible the engine should be stopped at once and the reason for the pump not working ascertained.

The only probable reason for a failure of pressure, provided that sufficient oil is present in the sump, is an air lock in the system, and in that case the union connecting the oil indicator pipe to the tube projecting from the top of the flywheel housing should be undone and the pipe disconnected. Oil should then be injected by

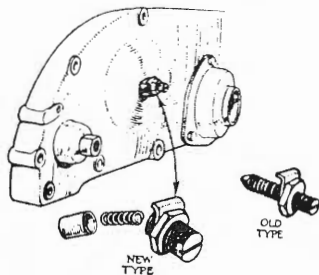
means of a syringe into the crankcase tube and the pipe reconnected. On starting the engine the pressure should then be found to be correct.

The oil pressure can be controlled by means of a screw on the offside of the crankcase to the rear of the magneto, but this is carefully set by the manufacturers and secured by a lock nut, and there is no reason for it to be disturbed.

After a new car has run 500 miles the oil should be drained from the crankcase by removing the drain plug fitted in the centre of the circular plate which will be found in the bottom of the sump. This should be done when the engine is warm, as the old oil will then more readily flow out and carry any sediment with it. At the same time the oil filter may be removed and cleaned in petrol. By unscrewing the four nuts which hold this circular plate in position it can be withdrawn, and the filter gauze then taken out. It is not recommended that the crankcase be flushed with paraffin to remove any traces of the old oil.



Adjustable tappets of conventional design slide in guides held in pairs by clips.



Adjusting screws are provided to take up end play in the timing gear shafts.

COURTESY OF THE AUTOCAR, 1928.

When the filter has been cleaned it should be replaced, care being taken not to damage it. Then the cover plate and the drain plug should be put back, and a fresh supply of oil poured into the sump. After the first change of oil at 500 miles subsequent changes should be carried out every 1,000 miles.

Decarbonising should not become necessary under about 5,000 miles with a new car, and subsequently about every 7,000-8,000 miles. It can easily be carried out without the aid of special tools. The procedure is first to drain the radiator and disconnect the top water joint. The high tension leads and the sparking plugs should be removed, and after the fourteen nuts

holding down the cylinder head have been unscrewed the head may be lifted off. All carbon should be scraped from the combustion chamber and piston heads, and before the head is replaced the valves should be ground in. A valve-spring lifter may be obtained from the manufacturers for 3s 6d., and it should be used to compress the spring so that the collar and cotter may be easily removed. The valves should be lightly ground in until a true seal is obtained.

Points to Note

All traces of valve grinding compound and carbon must be wiped away from the valves, ports, guides and cylinder block before the valves are refitted, and the head may then be replaced. It is advisable to use a new gasket, which should be lightly coated on both sides with gold size or boiled linseed oil. Care should be taken in fitting the gasket over the studs; then replace the cylinder head, and turn the holding-down nuts to the finger-tight point. In tightening the nuts the proper sequence must be observed in order to avoid distorting the head; commence with the middle nut of the centre row, tighten each nut equally, working outwards along the row, and follow on by tightening the nuts of the two outer rows in the same way.

When the valves have been reground it be necessary to check the clearances between valve stems and tappets, and when the engine is cold this should be .006in. The tappet adjustment is of the usual type, consisting of a screw in the head of the tappet secured by a lock nut. Flats are provided on the head of the tappet so that it can be held by a spanner while the lock is loosened, and then the adjusting screw should be turned until the correct adjustment is obtained, when the lock nut should be tightened and the clearance again measured to make certain that it is correct.

Should a valve spring break, it can be replaced with disturbing the cylinder head. The tappet adjustment should be screwed down as far as possible, and the broken spring can then be withdrawn, after the collar and cotter have been removed, between the valve stem and the tappet. A new spring will also pass between the tappet and the valve stem and the tappet. A new spring will also pass between the tappet and the valve, and when the collar and cotter have been replaced the tappet should be set up to the correct clearance.

On all the 12-24 h. p. engines only three timing wheels are used, and when in the course of time a certain amount of noise is heard from the timing gears, examination will show that this arises from the end play developing on the camshaft or magneto drive shaft. Adjusting screws are provided in the timing case cover to take up this play. These screws are secured by lock nuts, and in the latest engine they hold spring-loaded plungers bearing against the ends of the camshaft and magneto drive shaft. In earlier models the ends of the screws bear direct on the ends of the shafts. The screw which operates on the camshaft has a right-hand thread, and that on the magneto drive shaft a left-hand thread. To adjust these screws correctly the lock nuts should be loosened, the screws tightened, and then slacked back half a turn and the lock nuts tightened.



My 54 Normale had come to an abrupt halt; I managed to restart it and all the time I was revving the engine, all was well; however, when I released the throttle to allow the engine to tick over; it once again stopped! Ah! it must be a blocked slow running jet I thought, but on removing the top of the carburettor, I discovered that the float chamber was empty! It must be stuck needle valve then: no, that proved OK; oh dear; it must be the fuel pump. I had suspected that the pump was defective on a previous occasion and although I had replaced the diaphragm, I had been reluctant to attempt the two valves, as they are staked directly into the aluminium. I removed the fuel pipe from

the carburettor and hand primed the pump; nothing. I removed the pump for further inspection: you can normally tell how effective the pump is by hand pumping and feeling if a vacuum is created at the inlet pipe of the pump. I checked this; it seemed to be working well, so where was the problem? Not wanting to carry out further experiments using petrol, I tried the pump in a bucket of water; oh! deep joy; on operating the pump, a column of water 2 feet high (that's 600mm to our metric friends) shot out of the pump; so there's nothing wrong with it! I had also realized that, on carrying out these tests, that whilst the inlet pipe was fully submerged in the water, I wasn't getting any air bubbles in

the glass top of the Guilot pump, but by lifting the inlet pipe slightly out of the water; I was mimicking the frothing petrol that normally inhabited the little glass dome and at which some people had enquired "is that quite right?"

So; there must be air getting into the inlet fuel pipe, but if air is getting in, why isn't petrol getting out? . . . thinks; ah! yes; if the fuel pipe is higher than the fuel tank, then petrol can't leak out. I struck lucky; I made an educated guess and removed the cover inside the boot floor, which exposes the fuel tank sender unit and the outlet pipe; and low and behold, the short rubber tube that connects the fuel pipe to the outlet was like a Typhoo tea bag; full of little and some not so little perforations.

I replaced the tube, re-instated the pump and carburettor and I'm pleased to say, this cured the problem entirely.

So if you are ever asked whether the petrol in your pump, that looks like a pan of boiling water is "quite right": the answer is NO and requires your prompt attention.

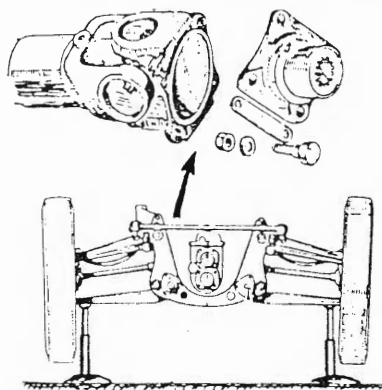
Steve Reed

UNCOUPLING CARDANS

A FEW little tips are worth knowing about when you set you to un-couple the drive shafts of your Traction to permit removal of the motor-transmission assembly, particularly in the way the front end is jacked up.

People have found the complete un-coupling of the cardans from the driving flanges very difficult because the bolts won't clear the cardan flanges. Some have even detached the hub-carriers at the steering balljoints to gain clearance.

A peculiarity of the geometry in this area is that the clearance is maximal when the suspension is loaded, not when it is drooping without load. Therefore, the trick is to lift the front of the car via the lower suspension arms, placing the jack and supporting stands as far out as possible i.e. near the lower ball joints. This will give about 4mm more clearance than if the car is supported



elsewhere e.g. at the front suspension cradle.

If more clearance is needed, the bolts can be carefully tapped back towards the transmission case (careful not to damage the oil seal). It may be possible to judiciously shorten the bolts. When tight, they should

protrude through the nuts by about half the thickness of the nut.

The nuts are held tight by lock washers and for greater security, a drop of Repco Lock Nut can be put on the thread before tightening. Alternatively, the nuts can be ground down to half the thickness, and locked up with a second half thickness nut in each case. The latter technique was used in the racing Don Wright Special.

Jack Weaver, Kenn Gilbert

Citroën Classic Owners Club of Australia
Special Nylon nuts can also be used to secure the cardans to the output flanges, in which case no washers are used. See Advertisements.

More technical tips are often asked for by newer members of the T.O.C. Surely the 'old hands' can supply a few to make up a popular section of F.P. each and every issue.

-Ed.

GREETINGS CARDS. Pack of Six with Envelopes.....£1.50

POSTERS:

"Les Tractions".....£2.50
"Traction Avant Colour 3D".....£2.50
"Traction Avant" Blue/White.....£1.50

MAGAZINE COVERS. Black/White..... 4 for £1.00
Ideal for Frames or Gifts..... Set of 20 for £4.00

MODELS:

Burago Black Diecast 15CV. Boxed.....£6.00
Matchbox Kit Roadster/Coupe.....£4.00

BADGES:

Metal TOC Bumper Badge.....£15.00
TOC Windscreen Sticker.....£1.00
Enamel Brooches.....£2.50
Blazer Badges (last few available).....£5.00
New Embroidered Traction Avant Badge (3").....£5.00

SWEAT SHIRTS

Embroidered Traction Motif
Men's/Ladies (26", 30", M, L, XL)..... Children £12.00
Red, Navy, Grey, and Burgundy..... Adults £14.00

SPORT SHIRT

Embroidered Traction Motif
Men's/Ladies (S, M, L, XL)
Red, Light Blue, White.....£14.00

T-SHIRTS

Traction
(S, M, L, XL, White/Red/Blue/Grey)..... Adults £6.00
Traction (26", 30", Red/White/Blue)..... Children £5.00

WAREHOUSE COAT:

Polycotton, Royal Blue,
inc. TOC Embroidered Badge (42", 44").....£15.00

OVERALLS

As above.....£19.00

UMBRELLAS

Small Red/White Available Soon..... TBA
Large Red/White Available Soon..... TBA

New Items Soon

Please Add £2.00 for Post & Packing — Cheques to TOC, any overpayment will be refunded.
Several colours are available in T-shirts and Sweat Shirts, but please give alternative colours when ordering.



Federation of British Historic Vehicle Clubs

*"to uphold the freedom to continue the use...
...of all mechanically propelled road vehicles"*

Elton House Church Lane Tydd St. Giles Wisbech Cambs. PE13 5LA

EMISSION TESTING IN MOT TEST

At the end of June 1990, the Department of Transport circulated proposals for the introduction of Emission Testing into the MOT test. The standards implied were felt to be too strict for all but the most sophisticated historic cars. The Federation made representations to the Department on behalf of the historic movement and the following extracts from a press release dated February 1991 show that our voice has been heard:-

New regulations which will introduce a check of carbon monoxide and hydrocarbon emissions into the MOT test for cars and light goods vehicles should come into operation on 1st November 1991. This will be a first step in in-service emissions checking, and the intention is that the standards in the tests should reflect future improvements in engine technology and developing international standards.

The new check, by ensuring that motorists keep their engines properly tuned, will reduce the amount of CO emitted into the atmosphere and improve petrol consumption for many motorists. Proper engine tuning is very important for all vehicles, not just those within the scope of MOT testing. While the Department will be asking MOT testers to encourage motorists to have engines tuned to manufacturer's settings, all motorists would be well advised to ensure that their engine tuning is checked when they have their vehicles serviced. The Department will be seeking the views of manufacturers on how this might be encouraged.

Some changes have been made to the original plans which were the subject of extensive consultation, particularly so that owners of historic vehicles and other vehicles which are technically incapable of meeting the new standard will not be adversely affected. The other main change is that the regulations will not provide for a free 14-day retest. This proposal has been dropped in view of overwhelming opposition to the generality of motorists having to pay the price for those who fail to prepare adequately for the test.

The emission standards will be in an amendment to the Road Vehicles (Construction and Use) Regulations 1986, which means that they will be subject to enforcement at roadside spot checks as well as at the MOT test. They will apply to cars, light goods vehicles and other vehicles in the main MOT testing scheme; but not to motor cycles, three wheelers or diesel-engined vehicles.

The standards will be:

- ★ For vehicles first used on or after 1 August 1983, a maximum of 4.5 per cent carbon monoxide in the exhaust gas.

- ★ For vehicles first used between 1 August 1975 and 31 July 1983, a maximum of 65 per cent carbon monoxide in the exhaust gas.

- ★ For vehicles first used on or after 1 August 1975, a maximum of 1,200 parts per million (ppm) hydrocarbons in the exhaust gas. This will be sufficient to prevent CO limit being circumvented.

- ★ For all vehicles, a check that there is not excessive smoke from the exhaust.

- ★ For all vehicles, a general proviso that carbon monoxide emission levels will not be required to be reduced below the vehicle manufacturer's specification for the engine fitted to the vehicle.

EUROPE

Much of our effort on the EC front through the FIVA Lobbyist in the past year has been aimed at getting our voice heard in the right places in Brussels and Strasbourg. We have had measured success, to the extent that the historic movement will be able to comment on some proposed legislation as it is being drafted, rather than have to fight for any necessary amendments at a later stage. We have not been successful in our attempts to become an officially recognised body to be consulted on all occasions, partly because the Transport Directorate doesn't operate such a scheme, but we have achieved the next best thing.

One of the things most frequently asked of our Lobbyist by the legislators. At its annual conference in October last year, the FIVA council devised a definition of an historic vehicle, but this fell rather short of our needs. A group of Federation committee members met in April this year to devise a more (legally) practical definition based on the original FIVA version. The revised version was recommended to FIVA at its special meeting later in April, and will be the subject of discussion between the FIVA Lobbyist and officials in the Transport Directorate in May.

Amongst the plethora of legislative proposals which have been passed to us by the Lobbyist are the final version of the Spray Suppression legislation (see below); proposals for legislation concerning Gaseous Pollutants (this refers only to new vehicles); proposals for legislation regarding seat belts in buses and coaches (this concerns the design of the actual licence and has nothing to do with what the licence entitles the holder to do); speed limits for HGVs and buses (this could have an effect on some commercials — the environmentalists are pressing for a low speed limit for commercials to save fuel); proposals for legislation in respect of roadworthiness tests for road vehicles (efforts to achieve a minimum standard across Europe); proposals for the control of pollutants from medium sized vehicles (applies only to vehicles to be built later this decade); proposals for the control of pollutants from lorries and other diesel engined vehicles (we are keeping a close watch on this as it could lead to a new specification for diesel fuel which many not be suitable for early diesel engines). Proposals which are to come up in the near future concern tractors; 2/3 wheel non-car vehicles; tax structure for private vehicles; gaseous emissions from light vehicles, sulphur content in gas oil (diesel).

Finally, we are looking further into reports that legislation to encourage the scrapping of obsolete vehicles might be coming up again. This is a step which would be to the benefit of the motor industry, so it was hardly surprising to find that the Association des Constructeurs Européens d'Automobile is actively seeking such legislation. This is a potentially powerful and well connected adversary — and an organisation which would normally be a friend to the historic movement, but in this instance may be just the opposite. The FIVA lobbyist will be putting forward our view that such a course would be detrimental, not least from the environmental standpoint.

DVLA

After the initial flurry of activity, the scheme for the re-issue of lost registrations has settled down to a steady flow, and DVLA in managing to keep up with applications. By early in April, 1,718 applications had been accepted, 663 had been rejected (many because the forms had not been completed properly, or insufficient evidence had been attached) and 500 were being processed. The Federation has handled over 180 enquiries, informing both individuals and organisations of the correct way of dealing with from V765.

Among the misunderstandings which must be inevitable at the start of such a scheme has been the belief in some quarters that numbers which had been voluntarily surrendered (such as at the time of a cherished number transfer, or when a vehicle was declared scrap) could be re-claimed. This is not the case: the scheme only applies to numbers lost through missing the deadline for the closure of the computer records for old vehicles in November 1983. Thought is, however, being given to a revision of the transfer rules, and the reinstatement of original numbers that were made void as a result of a transfer is under consideration in cases where it is clear from existing computer records that the number really is void. Numbers which were lost in transfers which took place in pre-computer days cannot be resurrected as it is possible that the numbers were re-allocated to other vehicles which could become the subject of an application for the re-issue of a lost registration at a later date.

Consideration is also being given to allocation age-related numbers to vehicles which were allocated suffix marks when being imported (or re-imported) during the 1970's and early 1980's. Owners of such pre-1963 vehicles have experienced problems with the Police because the vehicles do not comply with certain regulations which would normally apply to vehicles with the suffix mark shown.

Following a number of discussions with DVLA officials, the initial problems associated with the list of clubs authorised to check applications have been ironed out, with the DVLA accepting authentication from non-listed organisations in special circumstances. In addition, the "list" has been considerably expanded to accommodate a much wider spread of vehicles.

New lists of clubs are being prepared at present and if they have not already been distributed to clubs on the list, they will be very shortly after the publication of this News Sheet.

Another problem has been the natural reluctance of owners to part with their original log books, even if only for a temporary period. At the same time DVLA has felt uncomfortable taking responsibility for these valuable documents. To overcome this problem. It has been agreed that an authenticated copy of the original log book will be acceptable. Owners need to take their original log book to their local Vehicle Registration Office which will then make a copy and stamp it to confirm that it is a true copy. This can then be used to support the application in place of the original.

Clubs authenticating applications are reminded that they are entitled to charge a fee — the normal seems to be in the £12 to £15 range, with additional charges if an inspection or other additional work is necessary. It is quite appropriate for clubs to charge a higher fee to non members, but there should be no requirement for applicants to join before an application is considered.

As we said in our last News Sheet, any club experiencing difficulty in obtaining the re issue of a number should send details of the problem to the Federation — now that the Secretary is back in operation, such matters should be addressed to him in the first instance. Because of the amount of work involved, the committee has decided that a charge of £10 should be made where the Federation is the only authority able to authenticate an application.

CORRESPONDENCE

Dear Mr. Gardner,

I thought other members, particularly those that have Paris built cars, might like to hear about this 'Doubler' I have just fitted to my car.

It does exactly what it claims, ie doubles up 6 volts to a continuous 12 volts, so that one can then run a normal 12 volt radio/cassette, car alarm or any other 12 volt accessory from it without converting the whole system. It came with full illustrated instructions and was very easy to fit, and more to the point works perfectly. Needless to say I have no connection whatever with the manufacturers.

Yours sincerely,
Dante Mansi,
London.

Mr. Mansi enclosed a sheet giving information and details of the equipment, unfortunately space does not permit its inclusion however for those who are interested their phone number is 081 305 0831 or write to S. Sepple, 3 The Birches, Charlton, London, SE7 7PB. It would be interesting if any other member has experience of this type of accessory – Ed.

Dear Mr. Gardner,

I am delighted to be able to thank the Central South Section TOC through your pages for a wonderful welcome at their meeting in Whitchurch in April. As relatively ignorant 'beginners', with little to recommend us but a long term enthusiasm for the aesthetics and innovation of the Traction, we were honoured to be included in the meeting, and truly appreciated the time and patience of the members in explaining some very basic details to us.

We have 'caught the bug' and we look forward not only to meeting you and your fellow enthusiasts again, but also one day to joining the ranks as fully fledged owners.

Thank you all for a great start as novice Tractionists!

Sheridan and Michael Murrell,
Reigate,
Surrey.

Dear "Ed",

Just received the latest FP. Usual high standard and excellent mix of material. But had to remark on your final para of the editorial. No point in wasting the car's best attribute, its superb roadholding, just because of snow. Photo of ours in natural habitat, drive with no garage, and OF COURSE it starts first time!!!

I expect you'll get others as well. Best wishes.

Alec Bilney,
Kingston-upon-Thames.



Dear David,

Many thanks for your arranging for the forwarding on of the latest membership card. I was intrigued once again to read of the legendary V8 as published recently in *Le Matin* 27. Aug. '84.

Clearly, or so it would seem, this dream machine existed and indeed ran. Colin Gosling seen talking to Bernard Citroen might know more. To the point has any member contemplated the creation of what was to be the flagship of the range but was forestalled by hefty commercial considerations. So why not a study of a proposed recreation of the legendary V8; crucial initial questions being:

(a) a myriad of detail ie, how do the dimensions of a Ford V8 Flathead fit into the available space within the structure of a stock Light 15 bulkhead and horns

(b) what of the transmission details, did they simply apply an adaptor plate to the back end of the Ford unit and use the stock box and driveshaft arrangement.

(c) Obviously all the components ie donor car and Ford V8 are obtainable for the building up of such a beast given the patience and time.

I would be delighted to hear from anyone interested in such a project.

Alan Smith,
15 Woodstock Road,
Redland,
Bristol,
BS6 7EL.

Thanks for your letter Alan, unfortunately someone else had the same idea. At the ICCCR at Flevohof in Holland there was such a beast. It had a Ford V8 but I did not study the transmission details and I am not sure even whether it was a 'runner' or not, perhaps some other member who viewed the car could supply the details. – Ed.

Dear Dave,

I thought some TOC members may not be aware of the exhibit currently on display at the Design Museum paying homage to the DS. Though not the main current feature at the Museum, it is well worth going to see – not least because, apart from the DS's there, there is also a Traction on show. In fact John Gillard of 'Classic Restorations' and myself were able to give the Museum some assistance in locating period ads., brochures, manuals and the like for both the Traction and the DS. What's more, if you go along

soon, there is also an exhibition on Raymond Loewy – who amongst other things was responsible for much of Studebaker's styling (including the classic Avanti).

The Design Museum – which I'd thoroughly recommend as one of the most interesting London museums – is at Butlers Wharf, Shad Thames which is on the south bank of the Thames a few hundred yards to the east of Tower Bridge.

Best wishes,
Sam Wells.

Thanks for the information, it sounds as though it is well worth a visit. – Ed.

Dear David,

Service Exchange 4 Cylinder Heads.

I have recently been liaising with Dennis Ryland over the production of refurbished cylinder heads, converted for use with lead-free petrol.

We are hoping that, if we receive enough interest in the project, we will be able to keep several in stock and sell them on a service exchange basis.

Two companies are involved with this refurbishment/conversion, the first company will manufacture stainless steel exhaust valves; these are of a sufficient hardness to overcome the corrosive effects of lead free petrol. The second company will:

1. Manufacture a fit new inlet and exhaust thin wall bronze valve guides.
2. Manufacture and fit a new hardened exhaust valve seat.
3. Fully decock and clean the head.
4. Reface the inlet valve and seats.
5. Fit a new valve guide spray tube.
6. Clean and be-burr the ports.
7. Surface grind the head.
8. Re-assemble the head using the new hardened exhaust valves.

It is guesstimated that the heads are likely to cost around £250.00 exchange. I personally am very keen to get this project underway; I'm under a great deal of pressure from my children when we go into a service station and who frown and shake their heads when we buy leaded petrol.

If anyone else is interested can they contact me on 0730821792.
Steve Reed.



"TOC CLUB HELPLINE"

0425 74476 (Answerphone)

When phoning give:

1. Full Name.
2. Phone number.
3. Brief description of subject matter on which information is required.

CLUB NEWS

TRACTION OWNERS CLUB . . . LONDON MEETING . . . TUESDAY, 30th APRIL '91

This month's meeting had lower than usual attendance. Colin Gosling was on his way for a Belgium trip, Sam Wells and John Gillard were snowed under with work. I did not have the time to phone around and remind everyone about the meeting as I was also snowed under with work.

John Creswell and Russel Fulkingham and myself were there.

I always take along a number of good Citroen books giving plenty of good photographs in, and often these make good conversation pieces.

John's car is off the road at the present time. We talked about the work that he has done on the car and trouble he had run into. Next stage was roof lining replacement, in which I intend giving him a hand as this can be a frightening job to tackle the first time around (even the fourth time can give you nightmares, although I didn't tell him!). Hopefully by the time this goes to print the job should have been done without too much blue air! John, by the way, drives my Wedding Cars for me at weekends.

Russell has finished his car but has trouble with his silent blocks fitted as new? He has also had a leaking petrol tank, if any of you know of a good place he can get this repaired or replaced, would you please let me know, my address is printed on the inside cover.

Although there were so few people that turned up it was a good evening, it was nice for me to get away from work and have a good chat. I usually try and take a Traction with me but unfortunately on this occasion all my cars were booked out for weddings the following Saturday, and had already been cleaned.

Next meeting: Last Tuesday in the month at 'The Sun' in Barnes.

Hope to see you there. PETER SIMPER

RATES AND CONDITIONS OF ADVERTISING

Private Adverts (classified)

Members and non-members of T.O.C. buying or selling Citroen Cars or parts (pre 1957) — NO CHARGE.

Trade Adverts

(one-eighth page maximum)

Current Club members carrying on a Trade related to the servicing, repair, restoration or manufacture of spare parts for the Traction or Rear Wheel Drive Citroens — No Charge (proof of membership will be required i.e. membership number).

Non-members £30 per insertion. Advertisers must supply camera ready artwork. Where this is not available the T.O.C. will provide it after agreement with the Editor on format and cost.

Inserts (loose)

Any size up to A4, £30 per issue plus handling charges, to be agreed with Editor. Artwork as above.

Terms of acceptance

Cash with order, all cheques and money orders will be cleared by the Club before the acceptance of any advert.

The Club reserves the right to refuse any advert which it considers unsuitable for publication.

All advertisements should be submitted to the Editor.

NEW MEMBERS LIST

- 984 T. A. Neeves, Hitcham, Suffolk.
- 985 D. Davies, Summerhill, Ireland.
- 986 J. R. Boudrias, Quebec, Canada.
- 987 P. J. White, Bentworth, Hants.
- 989 I. M. Lindley, Syston, Leicestershire.
- 990 M. P. Wolfe, Lancing, Sussex.
- 991 S. Taylor, Highbury, London.
- 992 A. Punter, New Haw, Surrey.
- 993 S. M. Wildbridge, St. Didier, France.
- 994 E. B. Knowles, Button in Ashfield, Nottinghamshire.
- 995 P. Groenborg, Bridge of Don.
- 996 J. S. Chuck, Caistor, Lincolnshire.
- 997 R. P. Rogers, Kentish Town, London.
- 998 M. R. Talikowski, Billericay, Essex.
- 999 J. C. McGuigan, Staines, Middlesex.
- 1000 R. E. Graffam, Sussex.

Welcome to all new members, we will hopefully see you at the annual Rally, assuming that you receive this magazine in time. Remember you are welcome with or without a Traction.

MEMBERSHIP RENEWALS

A big thank you to those members who have renewed promptly this year and a gentle reminder to everybody else to reach for the cheque book.

Quite a number of last year's renewals were arriving as late as January and February this year which, coupled with a very heavy demand for new membership, created serious problems with magazine issues. In future where renewal subscriptions are not received by July 31st each year members will be deleted from the magazine mailing list, subsequent late renewal will reinstate the member but where magazine issues have been missed the relevant back copies will only be issued on request enclosing a handling fee of £1.50 per copy.

The current practice of issuing a new members booklet each year is being reviewed, a simplified method of confirming renewal is being considered and may take the form of an adhesive page or label, alternatively returning booklets for stamping could suffice, however, full details will be given in the July magazine. In the meantime look after your current booklet.

PETER RIGGS

NEXT MAGAZINE

Last date for articles 14th July, there is a little more time because I will hopefully be on the Brittany tour and will be unable to deal with anything any earlier. We have to look forward to an article from the Tropics and an account of what happened to the second Traction which entered the Classice Monte Carlo Rally.

FUTURE PUBLICATIONS

Two books which we as club members have been asked to bring to the attention of our readership. We are asked to bring a lot of things to the attention of our readers, most of which is ignored on the basis of free advertising or potential problems of liability. However, the following are books relating to the Traction.

Malcolm Bobbitt, perhaps better known as a CCC member, is having a book published at the end of the year concerning the Slough built Citroens and the story of the factory. It has been intimated that T.O.C. members are liable to get a discount on the purchase price.

On a similar theme Fabien Sabates, with the collaboration of John Reynolds and English by Edition Massin, Paris, are producing a book relating the story of the products of Citroen's British and Commonwealth factories between 1925 and 1965. However production is dependant on sufficient advance orders (price is expected to be £15).

If anyone is interested in the latter contact Steve Reed on 0730 821 792. Details of the former book will appear in a later magazine.

