

EVENTS DIARY

SECTION VENUE

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West Midlands (WM)

TBA. Contact Tel. No. Simon Saint 0905 54961.

Central South (CS)

The White Hart Hotel, Whitchurch, Hants. Contact Tel. No. Mike Wheals.

London (L)

Rose of York, Petersham Road, Richmond, Surrey. Contact Tel. No. Alec Bilney 081 546 7071

Eastern Section (E)

TBA. Contact Tel. No. John Starke 0206 231 241

February

Section Meetings: 2nd – CS, 6th – N, 12th – WM, 25th – L

March

Section Meetings: 1st – CS, 5th – N, 11th – WM, 31st – L

14/15th – Bristol Classic Car Show

April

Section Meetings: 2nd – N, 5th – CS, 8th – WM, 28th – L

May

Section Meetings: 3rd – CS, 7th – N, 13th – WM, 26th – L

9th/10th – Run to Euro Disney

23rd/25th – Classic and Sports Car Show – NEC Birmingham

June

Section Meetings: 4th – N, 7th – CS, 10th – WM, 30th – L

5th/7th – TOC National Rally – Kentwell Hall, Suffolk

14th – Automotion '92, Norman Park, Bromley

21st – Mid-summer Motoring Legend, Paddock Wood, Kent

July

Section Meetings: 2nd – N, 5th – CS, 8th – WM, 28th – L

4th/5th – 4eme Salon de la Voiture Ancienne

11/14th – Tour of Brittany visits the Normandy Beaches

13th – Start of La Croisiere Bleu 1992

August

Section Meetings: 2nd – CS, 6th – N, 12th – WM, 25th – L

8th – End of La Croisiere Bleu 1992

21st/23rd – 9th ICCCR Hernig Denmark

28th/31st – Tour of Northumbria (TOC)

September

Section Meetings: 3rd – N, 6th – CS, 9th – WM, 29th – L

27th – Grand London Autojumble and Classic Car Show, Kempton Park Racecourse

October

Section Meetings: 1st – N, 4th – CS, 14th – WM, 27th – L

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Floating Power

Volume 16, Number 6

February, Nineteen Hundred and Ninety-Two

HAPPY NEW YEAR, obviously one of my New Year resolutions, to improve the timing of the magazine even further, has gone out of the window already. It is amazing how one's plans can be thrown into disarray by the passing of time.

I think that we have an interesting year to look forward to with many events and, of course, the ICCCR in Denmark. There is even an intimation that there will be an AGM and it may even be held slightly further north than Watford, but we shall see.

You will see to your left the Events Diary. It was decided that the previous list of events could sometimes be a bit parochial. Now all events thought to be of general interest will be included, space permitting. Also all the section meetings have been identified in a hope to increase section interest and activities. There appears to be an increase in interest at a local level with the introduction of an Eastern Section and I believe there are one or two other areas considering organising themselves into regular meetings. I will include any details in the Events Diary as soon as they become available. The expanding base of the organisation can only be good for the Club, giving it a better

foundation and increasing the interests/meetings available for the members to attend.

May I make my annual plea for articles for publication, articles as written by members are preferable but anything will be considered. It must be a bit like working for Oxfam or other such charity having to make regular appeals. However, I only want written articles or photographs – blankets and clothes would be awkward to deal with and, unfortunately, I would feel morally obliged to return any monetary contributions.

Reference the above, a case in point would be the Classic Car Show at the NEC last year; unfortunately, to date, no-one has written an item or sent in any photographs – it does seem a pity for what was a very good stand and a credit to the TOC organisers. Perhaps in future someone will have to be nominated to write the account, something people write much better when not under any compulsion. You only have to read these editorials to realise they are written at the last minute under the pressure of trying to get the magazine up to the printers before I have to start on the next one.

David Gardner



Late in 1987 I bought a C4 IX which was advertised in *Floating Power*. Those with long memories may recall an article and progress report which appeared in the July 1984 issue. I was very impressed by its overall appearance, and the comparatively modern specification compared to a 1926 Citroen which I had seen some time previously.

Introduced in late 1928, the C4 was up-to-the-minute in terms of design and specification as opposed to being advanced for its time like the Traction or DS. The first models had their deficiencies, one of which was rapid wear of the bores, which was rather ungallantly explained as being due to the American machine tools used by the factory requiring a very soft form of cast iron. Early cars had minimal brakes, aided by a vacuum-operated servo. The realisation was later made that if the car was fitted with adequate brakes, no servo would be required. Those fitted to later cars (post-1930) are described in French as Freins auto-serrerus, which translates literally as self-locking brakes, which is exactly right as a description of their action.

The steering of a C4, which is via worm and sector steering box, is described by the English manual as being "irreversible", meaning that there is no castor return action, which for my part I find most weird. The only other vehicle I have found to share this steering characteristic was a 1908 steamroller I once drove round a field. Leaf springs were employed for suspension with the option of friction or hydraulic dampers. The chassis was an extremely stout affair formed from cold-pressed 3mm thick steel. The C4 was available in several body options or chassis widths and lengths, and was also assembled by the Slough factory.

The motor was a sidevalve 1628cc (9 CV) with 4 cylinders. Bore was 72mm, stroke 100mm. These dimensions will be familiar to owners of Light 12 Traction cars or even a DS19. Power output was a modest 32 bhp. Viewed in a modern context, this seems a major achievement to produce so little power from such a capacity.

The method is as follows: (1) Fit the engine with large bearings to ensure plenty of frictional loss. (2) Fit heavy pistons that will absorb power as they stop and start at the extremities of the stroke. (3) Fit a camshaft that has conservative timing and only opens the valves to a discreet crack of 7mm. (4) Fit sidevalves with minute heads, very long stems and weak springs. (5) Fit a manifold

with narrow passages and plenty of changes of direction for the gases passing through it, thus discouraging their rapid flow. (6) Fit a primitive carburettor with a tiny (21mm) choke to ensure modest performance. The result is an engine red-lined at 2700 rpm whose power output peaked at 2000 rpm, but was capable of pulling smoothly at incredibly low speeds and virtually impossible to stall. With the low stress and the large bearings this engine was almost indestructible, the chief hazard being broken piston rings caused by over-revving.

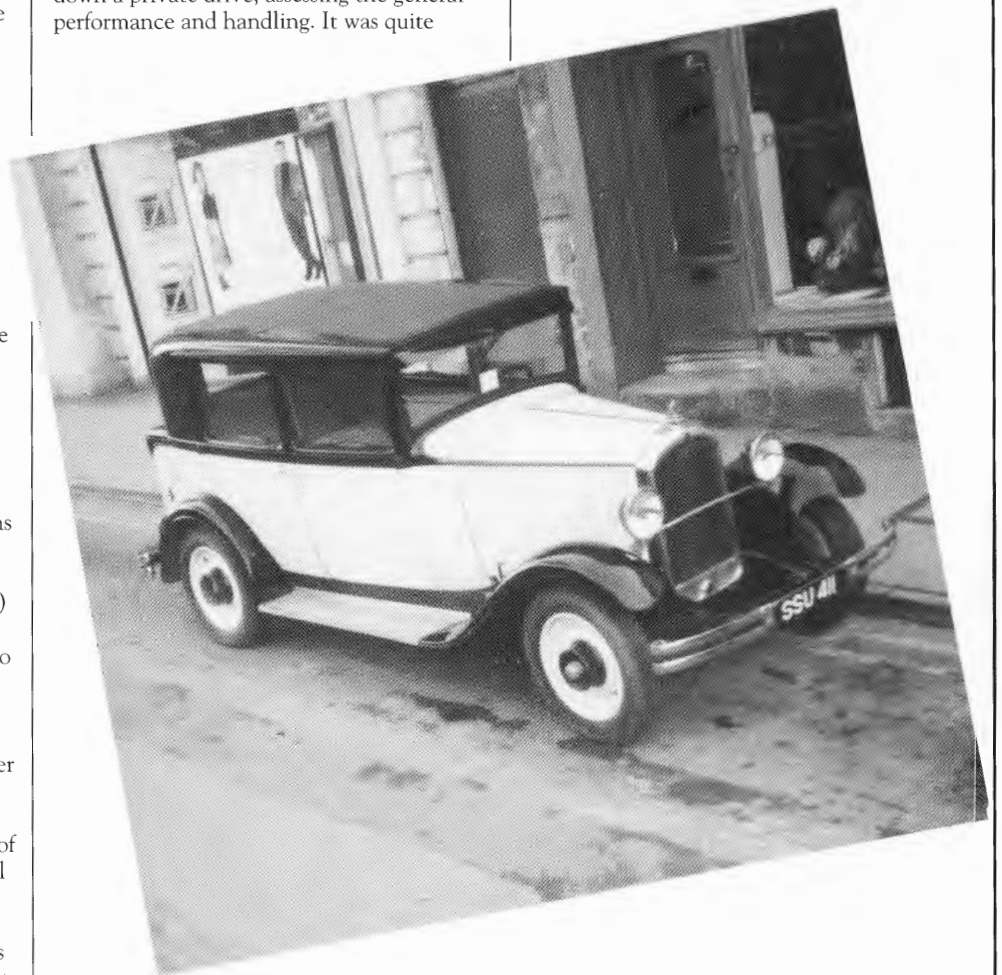
The engine was regularly modified so that by late 1931 it was very close to that of the Rosalie apart from cylinder dimensions, and hardly any two parts are interchangeable with earlier engines. It was on the C4 that *Floating Power* was introduced which initially was problematic and was deleted as an option on the C4 IX, which was the cheapo 'model d'affaires' or repmobile version, launched in the face of an economic slump, and intended to woo customers from Renault.

Having obtained my C4, I was most anxious to get it running and try it out. The engine was a disaster, proving difficult to start, prone to produce quite deafening explosions and breakdowns every 10 yards and consuming a gallon of petrol in about half-an-hour. This, I discovered, was due to a defective timing gear which was loose on its boss, allowing the valve and ignition timing to float backwards and forwards about 30 degrees. Having sorted that out, the engine ran reasonably well, but with a hideous knocking noise. I then drove the car up and down a private drive, assessing the general performance and handling. It was quite

dreadful and very frightening. I could not believe that such an intrinsically bad car could ever have been commercially offered and sold in the numbers that it was, and so the conclusion was that this particular car was not, to put it mildly, sorted out properly. Knowing the engineers who had worked on the engine, whose incredible incompetence and inaccuracy I had encountered before, and which presumably led to their well-deserved bankruptcy, I decided to extract the engine and carry out a post-mortem.

This revealed small end bushes and main bearings that were much too tight, having not been properly finished. The crank had been ground with the thrust washer still fitted, damaging the latter and allowing far too much end float; no oilway had been formed for the timing gears, which were running dry, and, worst of all, the block had been bored the wrong size for the pistons, so that these rattled about with an extra .5mm clearance. To complete the scene, the engine had been assembled so dirty that the pistons were scored enough to be scrap. Complete revision of the engine was carried out, and I was gratified when it started instantaneously when refitted.

While this had been going on I was occupied sorting out the "reconditioned" brakes, of which one out of four worked. The front axle had been "reconditioned" leaving one very wobbly kingpin, came off and was revised. The rear springs, which again having been "reconditioned" were quite unfit for use (and gave the car a list to starboard), owing to one of them having been badly bodged out



of shape. Taking the springs was a very easy matter as all nuts holding on the back axle and shackles were only finger-tight. The same applied to the front axle, which went a long way towards explaining the dreadful handling. The gearlever had so much slop in it that it tangled with the handbrake, and gear selection was very doubtful, so that it needed major revision to work properly. Being a plastic age kid born in the big boot Traction era, I had never driven a car without synchromesh and with straight-cut gears. I will say that driving a Traction, with its almost useless synchro, provides a good grounding for dealing with the even more primitive box of the C4.

The electrical equipment fitted was Citroen home-grown starter motor and dynamo, with Marchal headlamps. With the exception of the starter motor switch, which is poorly designed and badly made from inferior materials, it is of a very high quality and works beautifully. The dynamo, which a three-brush affair with adjustable output, was capable (if adjusted to maximum) of really prodigious current, and therefore can be run turned well down, without any danger of burning out. The starter motor is very robust and works well. The headlights are superior to those of a Traction.

The body of a C4 is very elegant, and was strongly American-influenced in design. An advanced feature for its time was the minimal use of wood in its construction. This made it very tough and durable, and minimised irritations such as rattles, creaks and doors sagging. Indeed, the doors and body appear

to have resisted corrosion to an astonishing degree. I suspect that C4s were disposed of much more because of their outmoded appearance and general sloth than through mechanical failure or rust.

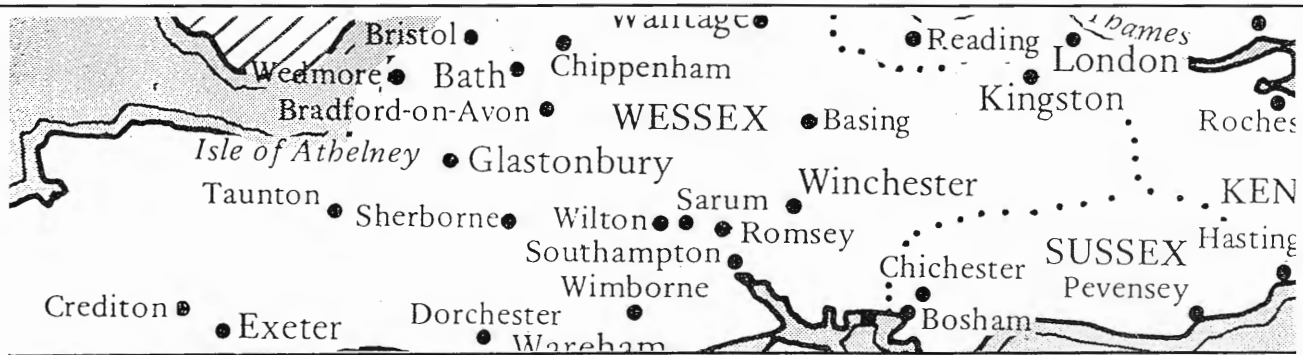
To work on, they are an absolute delight in terms of their simplicity and accessibility, their disadvantage being the sheer weight and size of major components. Their laborious construction uses about four times as many parts as a Traction, which makes reassembly very slow, especially as the available French manual is brief and laconic in style, e.g. "The gearbox is of classic design and presents no peculiarity in dismantling. Reassemble in inverse order". However, the simplicity of principle makes up for the lack of information. After many hours work and handfuls of nuts and bolts, yards of wire and dozens of connectors, the car had evolved sufficiently to take to be tested, which it passed first time. With that hurdle cleared, I was able to report to my local vehicle licensing office, along with a helpful letter from our club chairman, Roger Dyer, attesting to the car's age, where I was issued with a dateless registration number, and allowed the reduced rate of road tax. Then started the business of rebuilding the interior trim, which was to occupy more hours, but proved not to be as difficult as I had feared. Meanwhile miles were and are being clocked up with remarkably few displays of temperament, and I am slowly getting accustomed to the vagaries of the steering and mastering the gearbox, but above all really enjoying the car and working and running around successfully.

So what are the overall driving characteristics of a C4? The brief answer is that to anyone who has owned or driven an early Series One Land Rover, the C4 will seem very familiar. The steering, which is both loose-limbed and self-willed, is directly comparable, as is the seat height from the ground. The gearchange of a Land Rover is similar in appearance to a C4, but a great deal less precise. On the C4 the brakes are powerful but not quite predictable, just like the Land Rover. Springing is superior on the Citroen, as is draught-proofing. Both cars have a handbrake operating on the transmission, which gives the same sickening lurch as slack in the differential and propshaft are taken up. Acceleration and cornering on the Land Rover are superior, owing to a more powerful engine and the availability of four-wheel drive. Driving position, seating and trim are more comfortable and sophisticated on the Citroen. The Series One Land Rover I owned required structural welding at 27 years of age, whereas at 60 years my C4 needs none. The noise levels of the two cars are comparable, as the C4 has an unsilenced carburettor, and the noise of its primitive gearbox in the indirect gears, especially reverse, is noticeable to say the least. The C4 clutch, which visually is very similar to that of the Traction, works beautifully, whereas not one in 20 Traction clutches does, which makes me wonder how it was that it could be so right in one car and so wrong in another. Altogether I have been very impressed by how well everything works on the car, given its age and design limitations, and I expect it will still be capable of giving good service well into the next century.

Jonathan Howard



60 not out.



Wessex Tour



Back in the summer of 1990, after a few pints of Waddies, the ideal of a joint tour with the French in 1991 received much acclaim. One week in England, when the French would all come over here, and then we would accompany them back to France for a week in Brittany.

All very fine on paper; trouble was, over the months no-one took the British recession into account, problems with sponsorship and the French school holidays, let alone those in Britain. I think that I can safely say that without an enormous amount of hard work from Stan and Paul Barker, the joint tour would have been a non-runner. Indeed, I am sure at one stage Stan would have been quite happy to have closed the book! Instead of which, despite no entries from France, the three days of the Wessex Tour proved a most enjoyable experience.

Regular listeners will be used to my excuses as to why the Traction is still not finished; suffice it to say the 'H' van was entered for the 'Wessex' (but wisely did not cross the Channel!).

Monday, the 8th July saw me pressing on, in the rain, down the old A30 to the start and only Dave and Allyn Hackett (in two vehicles) were there! Eventually Stan and Paul arrived, accompanied by Fred Taburiaux and Christine from

Belgium in their Ami. Coffee was taken whilst we awaited Steve Southgate and family. Steve, however, did not arrive and we left some 45 minutes later. The morning route was to have been in the form of a figure of eight, crossing Winchester. We headed south alongside the River Test, which, under clearer conditions, would have been glorious.

One advantage of the 'H' van is, of course, that being higher up you can see over the hedges and take in more of the scenery; one disadvantage is that you can't keep up with the other cars. On the main roads it was like I was standing still! I am sure the general public passed by unnoticed. As this was partly a French tour I thought that an appropriate tune might have been "Vous qui passez sans me voir"! This alternated with old Camberwick Green favourite "Riding along in old 'H' van in a humpity bumpity old 'H' van". They say that solitary confinement in an 'H' van brings on premature senile dementia (you only have to read the editorials in *The Citroenian* to have that verified).

The morning route took us via Romsey to Winchester, then east to Petersfield, then back to Winchester via Ropley and Alresford, where time, unfortunately, precluded a visit to the excellent

'Watercress Line' steam railway. Then a quick blast up the A34 (well, everyone else had a quick blast up the A34 - Hortense was having none of that). Eventually we arrived at Whitchurch for a lunch at the White Hart (I'm sure I've been here before!). We were joined by Mike and Jan Wheals, Dave Gardner and Dave Stockwell, and after an excellent repast headed west via

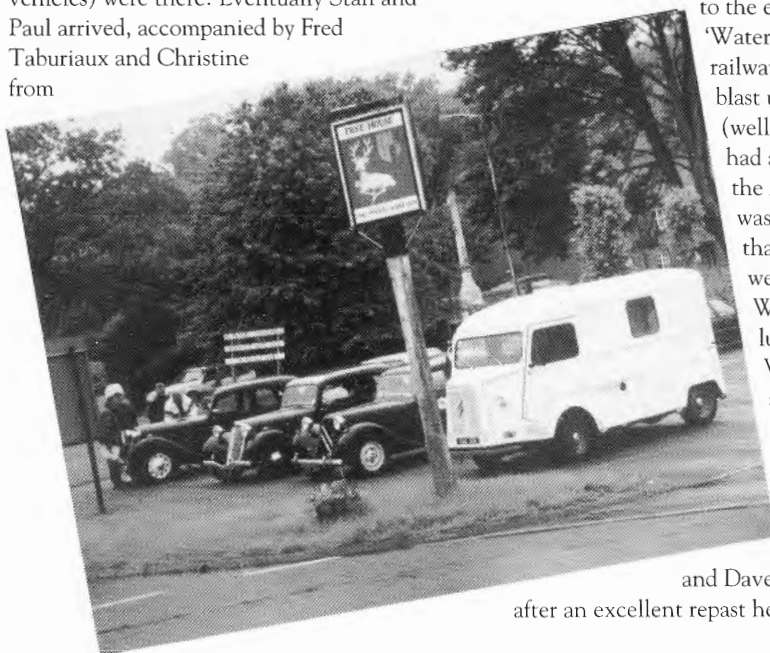
Hurstbourne Priors and Tarrant around Chute Causeway through Pewsey, over Pewsey Down, Salisbury Plain to Stonehenge. A quick half in a no parking area - we don't understand because we don't speak your language, although a few cars did get to the real car park! Finally, south via Wilton to the campsite at Salisbury Racecourse.

The weather had not been too kind to us on the first day and the wind was really howling across the racecourse, making tent-pitching a difficult task; pitching the 'H' van was somewhat easier! Steve and Richard Southgate arrived with caravan-laden '6', having had some engine problems which, luckily, had been sorted out with Mike Wheals' assistance back in Whitchurch.

With Colin Gosling's appearance, and finally my better half, we headed to the Pembroke Arms Hotel, Wilton. A pleasant evening meal with the central heating making early shedding of jackets essential, and we headed back to camp for a relatively early night. Before lights out I had a chance to read through the programme, each day individually set out with a marked-up map, written route directions and a brief history of all the places of interest we would be passing through. Greatly appreciated - well done Stan and Paul.

Tuesday and the sun came out. We headed for Shaftesbury where it was suggested that I should drive the 'H' van up Gold Hill loaded with Hovis! Then through the Blackmore Vale via Sturminster Newton and Cerne Abbas for lunch at Winterbourne Abbas, just west of Dorchester. Stan had picked a superb route through some lovely Dorset countryside and, of course, the sunshine really helped. The tour organiser allowed us two "free" hours in Dorchester, most of which was spent on my wife's favourite hobby (apart from me - oh, and Traction), that is "grenouilleology". We have one or two hundred of the little and big devils at home, although no live ones yet!

Stan, mindful of our lack of food - it had been all of almost two-and-a-half-hours since an enormous lunch - had arranged Dorset





Photostop over Cranborne Chase.

Cream Teas in Milton Abbas, described as a "model village", although a few of us with model figures just had an ice-cream. The journey back took us across Cranbourne Chase, with stops for photos and more stops the A30 for the Fovant Badges. For those of you not familiar, these badges were cut by troops around the First World War time into the hillsides and represent badges of various military regiments and other organisations. Dinner at the George Hotel, Amesbury and, of course, we were ravenous!

Wednesday, sadly was the last day, but we were greeted with more sunshine. Camping gear was stowed away ready for the ferry crossing to France that most of the tour were taking later in the day. The tour leader had told us that the last day was to be very relaxed ready for the press on, regardless of the French driving, so a latish start took us South along the A338 close to Breamore House, a 16th century mansion which Stan



Jean poses at 'Le Blaireau'.

said was well worth a visit, but not today! We entered the New Forest and headed for the High Corner Inn for, as the route instructions said, "a break for coffee or other soft beverage". I think over the years I must have covered most of the New Forest with weekend caravan breaks but this pub I'd not seen before.

Certainly worth going back when the bar is open.

Stan and Paul then disappeared to purchase food for the evening barbeque. Richard Southgate, video camera in hand, joined us in the 'H' to photograph the trip through the New Forest ponies and thee Bolderwood and Rhinefield Ornamental drives down to Brochenhurst for lunch at 'Le Blaireau'. "Le Patron", Jean-Marc made us extremely welcome in his restaurant which is just like a piece of France in the New Forest. We'd often thought

about visiting it in the past but always assumed it would be too expensive. We were very wrong, not only are the prices very reasonable but the quality is superb. One of our members later said to me that it was the best meal he'd had on the whole of the Wessex and Brittany Tours.

Steve Southgate had parked his '6' on the front lawn and Jean-Marc and his waiters posed in true French style. Some three hours

later, no-one wanted to move, it was too relaxing and gloriously warm, Stan and Paul were off again to carry out more barbeque preparation work and I was persuaded to lead the convoy for a slow trip (what else in an 'H' van) down to Lymington and eventually to Stan's house in Bransgrove. A TOC member on holiday in the New Forest got the shock of his life when a procession of Tractions passed the country hotel where he was staying. He followed us for miles until eventually we stopped.

Fred Taburiaux had spotted an old Morris Minor Traveller on the route and when we got to Stan's, persuaded me to take him back with a view to purchase. Fred has a massive collection of cars, including Tractions, back in Belgium and the "Woody" had taken his fancy. After a test drive I left Fred and Christine to chew the matter over before they continued their English holiday the following day. I still don't know whether they bought it!

Back at 'Barcusmead' the party was in full swing. Graham Allaway and Jacqueline from the

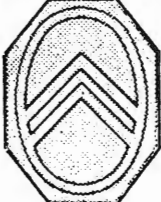
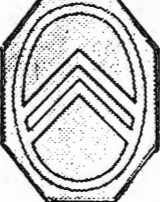


Coffee in the New Forest.

CCC plus other helpers were making sure everyone was well watered and fed. A few last minute arrivals before the departure for the ferry and I think that everyone who was supposed to have had arrived. Much excitement from all especially the children with the prospect of a trip to France and a week's holiday, but for us and a couple of others, sadly the end of a most enjoyable tour.

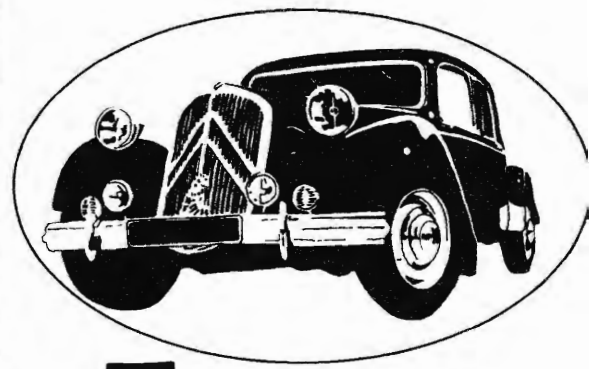
To Stan and Paul and all other helpers our grateful thanks, Stan never seemed to sit still for more than five minutes so I hope the trip to France did him good. On the other hand you don't go on a French Traction Tour for a rest!!! A pity we didn't get more support from abroad but nonetheless I think Stan can mark this us as a very successful event. We all look forward to Tony Stokoe's Northumberland Tour in August 1992.

Martin Nicholson

	BADGES	COVERS	DRIVE SHAFT	EARLY WHEEL NUTS	FRENCH BUMPER
GREETING CARDS	HEAT SHIELD	INDICATOR LENS		KING PIN	LUCAS SIDELIGHT
	<h1>TOC CLUB SHOP</h1>				
MODELS		OVERALLS	POSTERS		RUBBER FINGERS
SPORTS SHIRTS	T SHIRTS	VALVE SPRINGS	UMBRELLAS	WISHBONE SPINDLES	
<h2>PRICE LIST 1992</h2>					
	Posters	- "Les Tractions"		£2.50	
		- "Traction Avant 3D"		£2.50	
		- "Traction Avant Blue/White"		£1.50	
		- 20 Magazine Covers Black/White		£4.00	
		- Greetings Cards (pack of six)		£1.50	
	Badges	- Metal TOC Bumper Badge		£15.00	
		- TOC Windscreen Sticker		£1.00	
		- Enamel Traction Brooch		£2.50	
		- Blazer Badges 3" square		£5.00	
		- Embroidered Traction Badge		£5.00	
		- "Blinkies" battery operated		£3.50	
	Models	- Burago Black Diecast 15cv		£7.00	
		- Matchbox Roadster/Coupe		£4.00	
	Various	- Ball Point Pen (Traction)		£0.60	
		- Balloons - various colours		£0.10	
		- Mugs - Mugs - Mugs		£1.50	
		- Tea Towels (Traction)		£2.00	
		- Golf Umbrellas Blue/Gold		£17.50	
		- Enamel Plaque (Traction 15cv)		£18.00	
		- Brooklands Gold Portfolio Book		£9.50	
	Sweat Shirts - Embroidered Traction Motif				
		- Childrens (26" 30" Small)		£12.00	
		- Mens/Ladies (M, L, XL, XXL)		£14.00	
		Red, Navy, Grey, Burgundy, White			
	Sport Shirts - Embroidered Traction Motif				
		- Mens/Ladies (38", 40", 42", 44")		£14.00	
		Red, Navy, Blue, Green, etc.			
	Tee Shirts - Traction Print				
		- Childrens (26", 30", Small)		£5.00	
		- Adults (M, L, XL)		£6.00	
		Red, White, Blue, Grey			
	Workwear - (Blue Polycotton with Traction Motif)				
		- Overalls (42", 44")		£19.00	
		- Warehouse Coat (42", 44")		£15.00	
		Post & Packing at least		£2.00	
	<i>Please give alternative colours when ordering Shirts.</i>				
	Steve Southgate - "Spring Cottage", 11 Woodlands Avenue, Walsall, West Midlands, WS5 3LN. Tel. 021 357 2256.				

KENTWELL HALL

'92



TRACTION OWNERS CLUB

NEWS+RALLY NEWS+RALLY NEWS+RALLY NEWS+RALLY NEWS+RALLY NEWS+RALLY NEWS+RALLY NEWS+RALLY NEWS+RALLY NEWS+RALLY

- The premier UK event for all Traction enthusiasts.
- Entertainment for everyone throughout the weekend, including:
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 - Visit to Nethergate's Brewery.
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 - International Boules competition!
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 - Concours events.
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- For further details please contact:

John Starke, The Cottage, Harts Lane, Ardleigh, Colchester, Essex, CO7 7QE Tel. 0206 231241

NEWS+RALLY NEWS+RALLY NEWS+RALLY NEWS+RALLY NEWS+RALLY NEWS+RALLY NEWS+RALLY NEWS+RALLY

KENTWELL HALL
LONG MELFORD
SUFFOLK



5/6/7th JUNE
1992

Entrance Fee: £7.50 per car

An
Afternoon
by
the
Thames



An
Afternoon
by
the
Thames

OR CLASSIC RESTORATIONS SUMMER PICNIC

With the autumn, and probably, by the time you read this, the winter evenings drawing in, it is nice to reflect on good fun events during the warmer months, like the 'Summer Picnic'.

John Gillard had chosen a very pleasant Sunday, that of 18th August in fact, to host what he described as an "event to entertain his customers, the TOC and the general public". We arrived probably an hour after the official opening time to find not only the designated parking area full, but Tractions



parked in their hordes in all the streets around.

Gabriel's Wharf, on the south bank of the Thames between Waterloo and Blackfriars bridges, was an ideal setting. If you

haven't been there it is worth a visit, with many art and craft shops, bars, bistros and plenty of open-air eating and drinking and activity, and Old Father Thames rolling along close by. As this wasn't an official TOC event the Club had no official presence but the Classic Restorations stall made up for this and may have encouraged a few people to join the TOC.

We were greeted by a cheerful – as usual – Jamie Maisey and a gentleman in a grey suit whom I eventually recognised as John Gillard himself. I've never actually seen John in a suit before, but then I've only known him for four years or so. I'm not sure whether I've got over the shock; all I can remember is that I felt I ought to be calling him "sir".

Away from the Traction-oriented goodies being sold, a French trio were playing *Musette*, which brought a real Parisian feel to the whole event, particularly with some people dressed in





French costume!

Dave the Editor was seen lurking around clutching a very unFrench pint of lager [I don't lurk and it was real ale -Ed] muttering something about the walkabout 'Treasure

Hunt' or quiz. This part of the proceedings had been organised by Alec and Carol Bilney and we, and many others, spent a most enjoyable hour or so walking through areas around Fleet Street, the Strand and the 'Temple'; there is no doubt about it, London is a fascinating place when you are not

working in it and full marks to Alec and Carol for the extremely interesting route and the 'Bilney Brainteasers'. I am sorry that I hadn't learnt at school that St. Paul's is 365 feet high (and 366 in leap years!). Bernie and Pearl Shaw were the winners of that competition - perhaps some devious minds?

Meanwhile back at the Wharf, apart from the drinking and eating, Mr. Gillard, Sir, was organising a photographic competition. The first prize was his suit, the second prize two suits!

Very much in evidence was the Daily Mail/Schweppes/Gini Traction. This car had been prepared by 'Classic Restorations' to order for the competition run by the paper in conjunction with the drinks company, the subject being their TV advertising campaign. First prize was the car, second prize 20 sets of indoor boules. The questions were almost too easy and I sent a few entries, hoping to win the car, of course, but nonetheless a couple of weeks later heard that I had won a set of indoor Boules. Still haven't played it though, but it is the first time I have ever won a prize in a national competition!

The party swung on into the evening and in all 42 Tractions and one 'H' Van attended. As far as the customers/TOC members/general public were concerned, a very enjoyable day out. I'm sure Classic Restorations were happy with the way things went - John must have been; he has promised another event for '92!



TECHNICAL

IPS

TECHNICAL ADVICE COLUMN

Q. My Light Fifteen suffers chronically from the dreaded clutch judder when moving off from rest. What causes this, and is there a cure?

A. There is, of course a remedy for this recurrent Traction malaise, but the possible causes are so numerous that it is very difficult to isolate one and point to it as the primary cause. It is perhaps better to list ALL the more common reasons - some can be checked quickly and visually but most require pretty extensive dismantling to find out if they are responsible.

1. Varied strength springs (due to age) in cover (pressure) plate.
2. Toggles (3 of) badly adjusted (probably due to age) in cover plate.
3. Adjusting nut loose on toggle(s).
4. Badly worn clutch, pressure or friction plate.
5. Scored friction surfaces.
6. Rust on friction surfaces.
7. Oil on friction surfaces.
8. Loose flywheel.
9. Loose clutch parts.
10. Misaligned thrust race.
11. Thrust race breaking up.
12. Misaligned flywheel.
13. Excessive endfloat on crankshaft.
14. Loose timing chain.
15. Misfiring engine.
16. Vacuum advance/retard leaking.
17. Other engine faults.
18. Slack splines between mainshaft and friction plate.
19. Excessive endfloat on mainshaft.
20. Wear of chipped teeth in g/box/differential.
21. Wear in driveshafts.
22. Wear in wheel bearings.
23. Drum/hub loose on stub axle.
24. Wheel loose.
25. 16 tyres on 400 rims.
26. Engine mountings slack/broken.

As a general principle the first two thirds of the above list are major basic causes, the last third are rather more obscure and contributory to a judder that is already there.

Q. How do the outer door handles come off a French car?

A. On French cars undo the two screws, turn the handle downwards about 20° - 30° and gently pull, using both hands, one against the door for leverage. On English cars it pulls straight out.

Q. Where is the cylinder back drain-tap on my '53 11 Legere?

A. It is a deep-headed bolt on the left hand side about three inches below the dipstick hole in the block

(or where the dipstick guide tube goes in), immediately above the crankcase breather (or blanking place). It has a 21 mm. hexagon. It will almost certainly be blocked and gentle probing with ¼ inch drill may clear it. Be careful the drill doesn't snap off. If it won't clear you'll have to wait until you strip the engine for whatever reason.

Q. How do I make the final adjustments to the second-hand crown wheel and pinion I am installing in the otherwise sound gearbox of my 1951 '11 Legere' (Light Fifteen)? I don't, or course possess special tool No. whatever it is mentioned in the workshop manual.

A. In the absence of this tool, 2040T, the following method should be adopted:

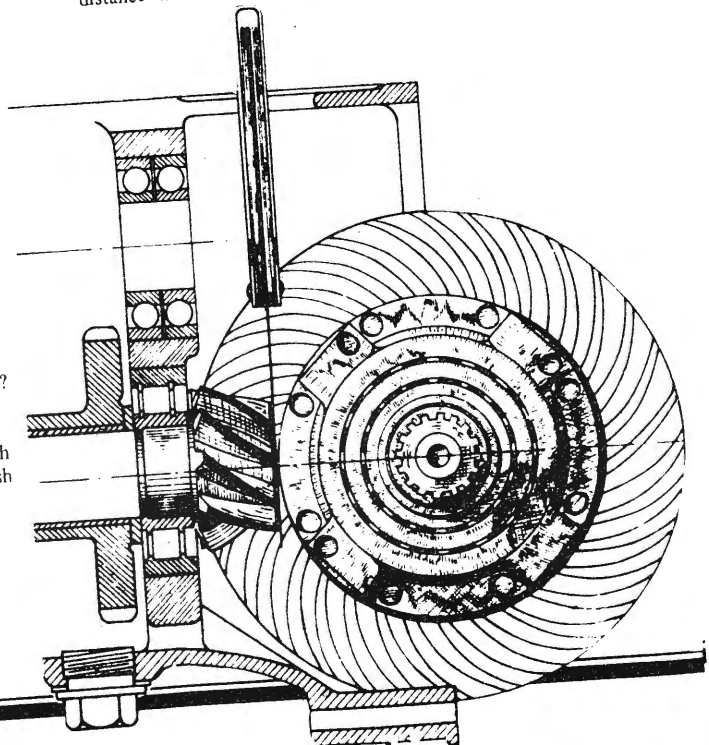
- with pinion in place, fit the differential in its normal position: tighten the bearings to ensure that there is no side-play.

- the external facing of the differential casing, which locates the crown wheel, is rectified to a diameter of 110mm.

- the dimension from the centre of the crown wheel to the face of the pinion is etched on the pinion face.

- to adjust the pinion find the difference between this dimension and the radius of the differential casing (55mm.) e.g. - let the pinion dimension be 56.2mm., when the difference is $56.2 - 55 = 1.2\text{mm.}$

- adjust the pinion so as to obtain a gap of 1.2mm between the front machined face of the pinion and the rectified face of the differential casing. Care must be taken not to measure the pinion dimension from the pinion shaft cap which may stand proud of the pinion face. Measure this distance with an ordinary feeler gauge (see sketch)



CORRESPONDENCE

Monsieur le Président,

Le CLUB AUTO RETRO 36 a l'intention d'organiser une concentration automobiles réservée aux prestigieuses Citroën 15 SIX (19938-1957) pour le week-end de la Pentecôte, les 6, 7 and 8 Juin 1992.

Cette concentration aura lieu dans l'INDRE, avec le concours de la Ville d'ISSOUDIN et le programme qui est en cours d'élaboration comprendra la visite des châteaux du BERRY et notamment celui de VALENCAY avec son vignoble et son musée automobiles cher aux frères GUIGNARD.

Nous vous serions très reconnaissants de bien vouloir communiquer aux membres de votre club, possesseurs de 15 Six, cette invitation; Ils pourront retirer un bulletin d'inscription à l'adresse ci-dessus.

En vous remerciant de votre obligeance.

Croyez, Monsieur le Président, à l'assurance de nos sentiments les meilleurs.

Michel Thoraud,

Président du Club Auto Retro 36,
12, rue du Meunier,
36100 Issoudun.

Tél: DOM. 54.21.08.47 (après 19 hrs)

BUR. 54.34.77.17

FAX. 54.27.45.70

Dear David,

How much will a LT 15 pull?

In the past I have used my LT 15 to tow a small 12 ft caravan, touring many parts of the

country without any problems. Only on one occasion whilst climbing Rockingham Castle hill did we have to stop and crawl up the hill in 1st, but still with 4 passengers.

A number of things have changed since then, the engine in the LT15 has been replaced with a ID19 block, high compression piston (for a traction), lightened flywheel and balanced.

The caravan has also changed and is now a 4 wheel 25 FT caravan with a normal laden weight of 24 cwt.

Though I have another car that can easily take the caravan in its stride, I would very much like to use the LT15 but will it be a waste of time to fit the tow bar?

Has any of the readers got any advice for me?

I am in the process of restoring a Citroen 10 1934 and do not have a workshop manual or parts list.

Has anybody got one for sale or can someone loan me one to copy?

Rogers Waters
Tel. 081 866 9392

Dear Sir,

I am a keen CITROEN car enthusiast, and I intend becoming a member of your Club.

I have the following Citroens:

1. A TYPE 1919-20
model chassis No. 1111
Engine No. 13260

2. TRACTION AVANT 1937
model - 7 seater
chassis No. 468419
Engine No. AD00676
3. TRACTION AVANT 1946 model
chassis No. 22CB5023
Engine No. 483076728
4. DYANE 6 1973 model
chassis No. 116546
Engine No. DB07123

All 4 cars are all original, but I am particularly interested in an update on the A TYPE - its confirmed year of manufacture, its characteristics in general and my car in particular. How many were manufactured, and how many still exist.

I also would like to have from you a detailed sketch of its Dashboard and Instrumentation - its Wheels, and Headlamps, as these need attention.

On hearing from you I shall arrange to mail whatever the required membership and information charges are, and hope to maintain regular correspondence with you in future.

Thanking you,

Yours faithfully,

Luke Rebello,
Kuttinkhan Upper Estate,
Sirvase - 577 130,
Chikmagalur District,
Karnataka State,
South India

1992 ICCR - HERNING, DENMARK

DFDS, (Scandinavian Seaways), sail direct to Denmark and offer a number of package holidays in an assortment of accommodation, some of which may be ideally suited to the ICCR location at Herning. There does appear to be a restriction on extending the duration of packages which entails booking all accommodation in advance through DFDS - possibly expensive.

Alternatively it is possible to book the crossing only and make one's own

arrangements for accommodation/camping.

My experience is that Hotels are generally more expensive than at home but camping is quite affordable. Restaurant prices vary from reasonable to extortionate. Beer is much the same price as here but wine and spirits are much more expensive.

There are limited summer sailings between Newcastle and Esbjerg but these terminate on 16th August, so I do not expect any of our members will be using this route. Fare prices are the same as the Harwich route.

Pearl and I will probably camp, subject to obtaining the tow-bar, extending our stay in order to make the fare worthwhile. We are certainly prepared to share a cabin and would possibly book a package if we find similar minded companions and a suitable deal.

Bernie Shaw

DFDS FERRIES TO DENMARK

DFDS generally sail on alternate days from HARWICH to ESBJERG (1 1/4 hours from Herning) and return the next day. All crossings are overnight, lasting about 20 hours and there is a one hour time difference. There are excellent restaurant facilities and entertainment on board.

There is officially no group discount for groups of cars, only for foot passengers and coach parties.

There is a reduced "SEAPEX" return fare which requires booking at least 21 days prior to departure and will not allow changes to the dates once booked. It is not available for Friday or Saturday sailings.

Summer fares are in focus until August 22nd after which there is a reduction. I understand that if a "SEAPEX" fare is booked departing before and returning after August 21st the actual fare will be averaged. All prices quoted include accommodation in a 4-berth cabin with shower and w.c.

SINGLE FARE PRIOR TO	22/8/92: £115 per person + £ 55 per car
SINGLE FARE AFTER	22/8/92: £ 98 per person + £ 45 per car
TOTAL RETURN =	£213 per person + £100 per car
SEAPEX (ret) BEFORE	22/8/92: £175 per person + £100 per car
SEAPEX FARE AFTER	22/8/92: £145 per person + £ 80 per car
AV. SEAPEX RETURN =	£160 per person + £ 90 per car

Trailers/caravans are priced at £25/metre (or part thereof) before 22/8 and £20/metre after that date. There is also a supplement for vehicles and trailers over 1.85m high.

DATES OF SAILINGS:

Harwich to Esbjerg (dep 1700/1900 hrs) - Sunday, Monday, Wednesday & Friday until 16/8/92 then even dates in August.
Esbjerg to Harwich (dep 1800 hrs) - Odd dates to 16/8/92 then Monday, Tuesday, Thursday & Saturday.

9th INTERNATIONAL CITROEN CAR CLUBS RALLY

Herning - Denmark 21st-23rd August 1992

Plans are well underway for the 9th I.C.C.R. in August. The site is at an exhibition complex with plenty of space for camping and all services. There are good hotels in the area and accommodation in private guest houses in a good farming area. There is a large covered hall for the car display and the parts market.

The Dutch Club are trying to arrange to charter a ferry from Rotterdam to Denmark - perhaps picking up at Harwich. However the 500 mile drive from Rotterdam to the site will be planned in advance with a route guide and a Citroen rescue service in case of need.

Full details and booking forms should be available to be included with the next issue of the *Citroenian*.

I have a good supply of posters. If you can persuade your local dealer or Citroen repair shop to display one, or if you would like one for yourself, please send me a large stamped addressed envelope.

C. David Conway,
Wokingham,
Berks.

CLUB NEWS

SCOTTISH AREA

Alan Hay, who has for several years been the TOC area representative for Scotland, has reluctantly decided, due to lack of Traction and free time, that the time has come to pass over the reins. Ian Nairn from Edinburgh has kindly volunteered (or been press-ganged?) to take over.

Our thanks to Alan for all his efforts over the years and our best wishes to Ian and the Scottish and Border area for the future. Ian's address can be found at the front of the magazine.

We look forward to seeing all the members from the 'Northern Areas' on the Northumberland Rally in 1992.

WEST MIDLANDS SOCIAL SECTION

Unfortunately these meetings are in abeyance pending the finding of a more suitable venue. Only two or three members were "regulars" at the previous venue so it is hoped a more popular venue can be found. Watch this space - hopefully by the time the next magazine comes out an announcement can be made.

EASTERN SECTION MEETINGS

YES, ADMIT IT! YOU HAD GIVEN UP HOPE - THOUGHT YOU WERE A LOST SOUL!

WELL DESPAIR NO LONGER - Available NOW and at no EXTRA COST. New improved, environmentally friendly, EASTERN SECTION MEETINGS. No artificial ingredients, just fine Tolly ales, a log fire and good company (plus, perhaps, a hint of Tall Tales and Heroic Deeds).

For details of how to take advantage of this hopefully repeatable offer, just phone our Eastern Hotline Number NOW! Our cheerful team are awaiting YOUR call.

But seriously folks!

An Eastern Section meeting has been organised for Tuesday, 28th January at The Lamb, Lamb Corner, Dedham (just off the A12 on the Essex/Suffolk border), starting at 8 p.m., and although I realise that the meeting will probably have taken place by the time some people are aware of it, I have tried to contact most members in the area - my humble apologies if I have missed anyone.

As we hope to make this a more regular occurrence, all members, prospective members, family, friends, colleagues, enemies and even 2CV owners are more than welcome.

For details of this and future meetings, please contact John Starke.

LONDON SECTION MEETING

Barnes, January 28th, 1992.

The meeting was one of the best turn-outs by members for some time. There were four Tractions: Simon Child - Legere, Alec Bilney - Normale, John Gillare - Legere, John Cresswell and myself in John's Legere. Total of 15 people, regulars and new members.

We discussed a number of things - new venue, weekend trips, rallies to attend and

problems with our cars and how to solve them.

NEXT MEETING: 25th February, 1992, to be held at THE ROSE OF YORK, Petersham Road, Richmond, Surrey. TIME: 8.30 p.m.

We hope to show videos of rallies, etc. Please help us to build up your club and turn up in a Traction if you can.

Peter Simper

9th - 10th MAY, 1992

On the abovementioned dates there is to be a Sponsored Classic Car run to Euro Disney. Several members, I know, have shown an interest in entering. The proceeds are to be given to SAVE THE CHILDREN.

Although individuals are requested to enter, the organisers are also asking Classic Car Clubs to enter the run in teams of six cars. Each team will be under the guidance of one team leader.

Each entrant will find their own sponsors, based on so much per mile (the average distance will be 350 miles). The start for each individual or team will be from either Southampton, York, Norwich, London, Cardiff, Belfast or Birmingham (the London start is already fully booked). A detailed route will be provided, and a Ferry booking made to travel late on Saturday, with a night stop near the Channel Port (hotels will be available at between £11-£16 per person in a double room). The journey on Sunday will be planned so as to arrive at Euro Disney in the afternoon. There is no obligation on anyone to visit Euro Disney Park, but an optional night stop may be booked if required.

The cost per entrant car, which must include a navigator, is £95. The cost of entry for each six-car team is £510 (£85 per car). This sum includes the Ferry. The run is to be limited to approx. 1,000 cars, 180 from each starting point.

If any of you are interested, either to enter on your own or make up a six-car team, PLEASE LEAVE A MESSAGE ON THE HELPLINE.

0425 74476.

or write to me: STAN BARKER,
BARCUS MEAD,
NORTH RIPLEY,
CHRISTCHURCH,
DORSET BH23 8EP.

I will willingly send you details.

DO NOT MISS THE MAIN REASON FOR THE RUN - TO RAISE FUNDS FOR THE CHILDREN WHILST ENJOYING A CONTINENTAL RUN TO A FABULOUS VENUE IN YOUR PRIDE AND JOY.

CLASSIC & SPORTS CAR SHOW

Help from members in the Midlands area would be appreciated. Anyone interested should contact Stan Barker via the Helpline.

ANNUAL RALLY

Just a small reminder to those that are interested. Please fill in the questionnaire enclosed with the last magazine so that John has some idea of what he has let himself in for. John has also compiled a list of local

hotels and B&B for those like myself who like creature comfort.

SPARES

A little more commitment is required re the CWP - only two orders to date! - more are required. The Club now has stainless steel exhaust valves for lead-free petrol cylinder head conversions, details on both the above from Steve Reed 0730 821 792.

AGM

You may or may not have realised the the Club has been without an AGM for 12 months or more. This has been due to a difference of opinion between the treasurer and the auditors. This has hopefully now been resolved and the accounts will shortly be issued with a notice for the AGM. The committee assures members that there is no fundamental problem but that there has been a certain amount of discussion over how the accounts had been formatted. The format had not been changed from previous years but this time appeared to cause a problem. The inordinate delay in attention by the auditors has also been under discussion.

TOUR DE FRANCE, 1992

I regret that Patrice Crusson has reluctantly had to cancel the Tour he had spent so much time planning.

The good news is that there will be in its place a Brittany Tour as usual, and as this the year for a visit to another area of France, they have chosen the Normandy Landing Beaches.

I hope that the support of the Tour will be up to the usual high standard. Perhaps this year we will be able to outnumber the French Car Club members. You know it is the best value for money Tour in Europe so come along. Book a place early. Write to Stan Barker or leave a message on the Helpline.

Details of costs are not yet available, but your name on the list will bring you priority advice when it arrives.

The dates of the Tour have been confirmed as: 11th to 14th July.

PARIS-ATHENS-PARIS

For those of you who are able to take four-five weeks off work and ignore the bills and bailiffs, there was an article on the correspondence page in the last magazine reference the above rally. Unfortunately an address was not published, so here it is:

Philippe Poulain
4 place du Banat
35200 Rennes
France
Tel. 99 50 67 98
OR

Jean-Francois Boisgerault
14 rue Le Coz
35000 Rennes
France
Tel: 99 59 17 48

Apologies to the organisers for the omission.

Classified

For Sale (Trade)

'H' Vans from £1250 including duty, collect from Hampshire. Tel. 0256 896 876 after 6 p.m.

For Sale

1948 Light 15 - Slough built. Beige with red interior. Resprayed, retrimmed in 1988. Engine totally rebuilt by 'Classic Restorations'. Not concours but a clean useable car. MOT tested. Does £6750 seem the right area to haggle? Original handbook and tools included! Alan Lloyd Tel. 0306 889 365 (Surrey).

For Sale

Austin 10 1947, MOT till November, partly restored, new headlining, rewired, tyres, used daily until the light 15 went back on the road again. Not a Traction Avant but only £2495. Would consider exchange for a Big 15 or 6 in need of restoration. Roger Waters 081 866 9392.

For Sale

DS engine type DX, make an interesting conversion for a Traction? £50. Roger Waters 081 866 9392.

CLASSIC



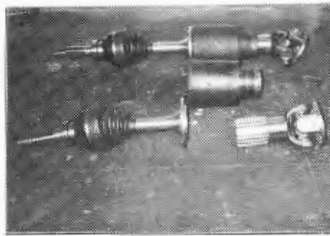
RESTORATIONS

Arch 124
Cornwall Road
London
SE1 8QT

Telephone and Fax:
071-928 6613



Classified



▲ Big 6 Driveshafts.

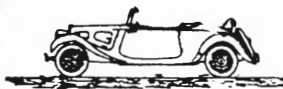
For Sale

Traction Big 6 Driveshafts
CV outer joint with new UJ to gearbox. Fitting as original drive shafts to the Bibax joint. No exchange parts, 20% more steering lock available. Tested to destruction by Hardy Spicer. £1300 a pair. Derek Fisher, 59 Prior Park Road, Bath, Avon, BA2 4NF. Tel. 0225 429 533.

For Sale

1954 French LHD Familiale. This is the car featured in the Athena posters. Black. Needs tidying up, but just MOT'd. Very few miles since professional engine rebuild. £2500. Must go to focus on Tatra project. Henry van Moyland. Tel. 071 289 6580.

Peacock



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professional advice,
quality products.

Classified

For Sale

1953 Light 15, Slough built RHD, reg. no. BHC 502. Engine completely rebuilt, rewired and resprayed, otherwise a very original model. Stainless steel exhaust system. Taxed and tested. Good investment. £6950. Robin Wardell, Church Cottage, Sheriff Hutton, York, YO6 1PY. Tel. 034 77717.

Lock-up Garages

TOC member has lock-up garages to rent in the London area. For further details please phone Nicholas Hall 0705 470 156.

TRACTIONS FOR SALE (Trade)

1949 Normale 11B, small boot, black/silver, partly restored, drives well, requires finishing, duty paid.

1950 Legere 11BL, small boot, black, very good example, ready for road use, duty paid.

Classified

1950 Normale 11B, small boot, very sound body, non-runner, good restoration project.

1956 Normale 11B, big boot, black, 11D engine, excellent mechanics, excellent original example, nice interior, duty paid, ready to drive away.

For further details, photos and reports on the above vehicles contact Steve Southgate 021 357 2256 evenings. More cars arriving soon.



HELPLINE

"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.

TRACTION RENAISSANCE SERVICES

Repairs, Servicing and Restorations
undertaken at reasonable rates.
Phone Dennis Ryland
Traction Renaissance Services.

TELEPHONE 0453 883 935

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All work to a high standard and at
reasonable rates.

Phone Mike Wheals at 0256 896 876
after 6 p.m. or write to:-

TRACTION RESTORATION
11 Fairclose, Whitchurch,
Hants, RG28 7AN

