

Nous deux chevaux sommes plus fiables que ce tas de ferraille là-bas....

Un beau jour il y aura une voiture nommée après nous

Floating Power

March 1999

Standing Committee

Ger Dyer
Ny Hodgekiss
David Gardner
Ann Gillard
Lin Gosling
Eve Reed
Ernie Shaw
Peter Simper
Lith Feazey
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west

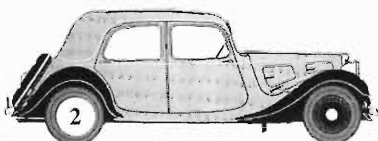
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Beech Farm
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Devon
TQ7 4HA
Tel: 01548 810655



* Club Tools are available in these areas

For details of area meetings, please
contact your local organiser



Berline 7 C 11 Légère

4 **toctalk**

5 **National and International Events**



Faux-cabriolet 7 C 11 Légère

6 **Section Scene, News and Events**

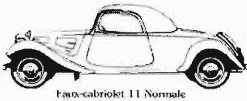
10 **A Six at 90?? amazing but true.
You read it in *Floating Power***



Berline 11 Normale

11 **Reconditioning a 6 Gearbox**

13 **Is your car incontinent?**



Faux-cabriolet 11 Normale

14 **Technical tips**

16 **Fine Pictures - and a warning**



Coupote intérieure 11 Longue

17 **toc Correspondence**

21 **toc ads**



Cabriolet 7 C 11 Légère



Cabriolet 11 Normale



EDITORIAL

First off I thank Glen Robb warmly for all the work and effort that he has put into editing the magazine during the last two years. I regret his resignation in February.

Mick and Moira Holmes have kindly stepped in to run the TOC Helpline, and are also standing in as Social Secretaries until a replacement for Stan Barker is found.

The non news and events section run in the last magazine has produced a veritable cornucopia of section news and events. Many thanks to the organisers. Just think of all those shiny Tractions that are going to emerge from their winter slumbers, blinking in the sunshine...

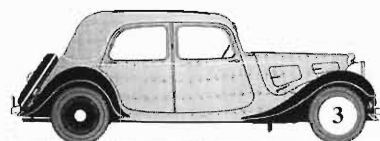
Jonathan Howard

Having done my stint as Editor, I have decided to move aside and Jonathan will take on the task. My thanks to all members who have written and contributed - and the very kind words of encouragement received. Good luck and 'bon courage' to Jonathan!!

Glen Robb

FRONT COVER

France 1934. Two prescient French horses discuss future developments. You know they made sense...



Floating Power

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

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AND SO FAREWELL...

Glen Robb has resigned as Editor. In the particular circumstances I deemed it politic to offer my resignation as well to the committee to vote upon. By a majority, my resignation was not accepted, and so I will continue as editor until the AGM when the wider membership will have the opportunity to express their views and opinions on this matter.

Farewell too, Dennis Ryland, who ends a decade as spares

officer of the club. It is certain that without his, and his family's enormous input of knowledge, effort and time there would be far fewer tractions in circulation. Thanks, Dennis.

The Herculean task of running the spares service has been taken up by brave volunteer Chris Treagust, and as you read this, arrangements are being made to transfer the whole operation. New telephone number and information will appear in the next (May) Floating Power.

Jonathan Howard

IN COMMITTEE

The Committee meets at least four times a year, but usually more often. At the last meeting in January there was much pressing business due to the need to fill the gaps left by Stan Barker. Fortunately, thanks to the grapevine of members passing ideas to each other, to their area representatives and thence to the Committee, the names of willing volunteers were put forward, and so Mick and Moira Holmes were welcomed as the new minders of the TOC Helpline. They will also (probably temporarily) act as the focal point for social event information. A long term volunteer is still needed.

Dennis Ryland gave the Committee notice last autumn to end his decade as Spares Secretary. A Spares Sub-Committee was created to deal with all the details of this change and other aspects of spares. The Sub-Committee reported an offer from Chris Treagust in Hampshire to take on the task and, after the Committee accepted their recommendation of him, arrangements are in hand to assist the transfer of stock and Chris's progress up the learning curve. The date of the change will be notified, but probably just after Easter. Other spares business presented to the Committee was the production of new front wings (first prototypes imminent), and a full spares

catalogue which will include new (non-original and often better) items and their suppliers. (The catalogue is still far from complete so please don't ask for it yet.)

Routine business of the club included:

a Treasurer's report - the club remains healthily in the black but minor administrative changes are needed, and the event insurance needs review;

a Membership Secretary's report - steady progress as always, but need to see that membership renewal forms go in to the March magazine;

an Editor's report - comment on the dearth of information about social events; there is a need to get "In Committee" onto a regular footing, and some discussion about the editors' prerogative to edit material sent in;

a Secretary's report - the sudden warfare that broke out between the old and new lobby groups (FBHVC and ABMC) that represent old-car clubs in the corridors of power at Whitehall and Brussels has died down. TOC has expressed interest in both doing the job as it is so large. For instance, we hear there is a draft EU proposal that will prevent cars being stored for eventual restoration! Surely, that is ridiculous.

Alec Bilney/Andrew York

MUCH ADO ABOUT NOTHING

Some clubs will have sent copies of IHVO's newsletters for January and February. Most of the content - about eight pages - is devoted to End of Life Vehicles (ELV), though the gist of the coverage is contained in less than two lines stating that "it is entirely up to member states to decide whether and when a certain object is to be discarded, thereby classifying such an object as waste".

The UK's position was clarified on 11 November 1998 when the FBHVC President, Lord Montagu of Beaulieu, raised a question in the House of Lords and received the following

Government reply recorded in Hansard: "Historic vehicles will only be affected by this directive when they become 'waste' as defined under existing legislation: in other words, when the owner has decided to discard them. In any case, the Directive does not affect the dismantling by private individuals."

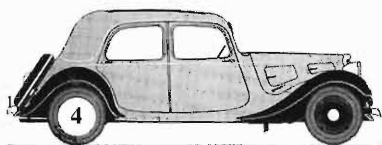
The way in which ELV will affect the UK was thus answered in November and publicised in the FBHVC Newsletter last December.

From the FBHVC Newsletter February 1999 - Ed.

CLUB SUBSCRIPTIONS

It is the time of year to renew membership of the TOC. For a paltry £24 you can continue to enjoy the many benefits of the club, including receiving copies of the wonderful soaraway *Floating Power* ... so don't delay, subscribe today!

We understand that there is a problem contacting the Helpline number from abroad. If callers from abroad dial 0044 1159110960 this will bring them through on the same line.



HELPLINE

0870 012202

24 hour

Answerphone

or fax

NATIONAL AND INTERNATIONAL EVENTS

- 1st - 2nd May** International Classic Motor Show NEC Birmingham open 9.30-5.30. Tickets at door £8.50, children under 16 £3.50, Senior citizens £6.50. TOC members booking in advance (0121 7674767) £6.50. Members wishing to display their pride and joy on the TOC Stand, and/or are willing to help to man it, please ring the TOC Helpline (0870 0122002).
- 30th May** Guardian Insurance/CCC run from Slough to Millbrook, contact Manny Motashaw, 110 Ward Avenue, Grays, Essex RM17 5RL. Or Richard Hooley Horseshoe Cottage, The Hall, Church Lane, Thorpe Satchville Leics. LE14 2DF
- 14th - 17th July** Brittany Rally. Cost around 600F. per person. Starting place Sarzeau, finishing (not confirmed) Rennes. Limited to 25 cars so don't delay, reserve today by ringing the TOC Helpline (0870 0122002).
- 20th - 22nd August** TOC Annual Rally, Hertfordshire.
- 26th September** TOC Annual General Meeting.
- 29th - 31st October** Traction Owners Club weekend, Northampton.
- French Speaking member required.** If you can speak fluent French, have time to spare and would be interested in liaising with the Traction Club of Brittany to help arrange the Brittany Rally, then your Club could need you.
Contact Alec Bilney (0181 546 7071) or Andrew York (01784 420114) and have a chat.

12TH INTERNATIONAL CITROËN CAR CLUB RALLY, USA, AUGUST 2002

In the pioneering spirit of Andre Citroën, whose cars were the first to cross the Sahara Desert, explore the impenetrable tracks of darkest Africa and travel the ancient silk route to China, the Amicale Citroën has decided to bring Citroën cars back to North America!

The 12th International Citroën Car Club Rally will be held on August 9, 10, 11, 2002 in New England.

Citroën Cars from Europe will travel by a roll on / roll off cargo ship from European ports to the port of Boston.

North American participants will have their first chance to drive to an ICCCR, since all of the previous meets have been held in Europe. A raid of North American Citroën owners will be run from the West Coast to the ICCCR. The event will commence will be a traditional ICCCR on August 9-11. A Raid to Montreal, duration of one to one and a half weeks, will follow and will include a Rendezvous with the Antique Car Clubs of Quebec.

Cars will return to Boston for shipping to Europe. Work has begun on making this an event of epic proportions and I am pleased to announce that the Organisational Committee for the 12th ICCCR has been formed.

The Committee members are
 Michael Cox, President
 Richard Bonfond, Vice-President
 Greg Beemer, Committee Member
 Richard Boudrias, Committee Member
 Eric deWidt, Committee Member
 Tom Harper, Committee Member
 Henry Reed, Committee Member
 Adam Reif, Committee Member
 Marc Levenson, Art Director
 Blair Anderson, Web Master
 Cherise Cox, Publicist

We ask that you distribute the following survey at club meetings and through your club publication, as our first order of business is to determine the number of Citroëns that will be participating, as well as the number of people who will be attending. An International survey has also been prepared and is being distributed to Citroënistes worldwide.

INTERNATIONAL SURVEY

12th International Citroën Car Club Rally

For the first time since the beginning of the International Citroën Car Club Rally (ICCCR) in 1972, the event will take place on a different continent. The United States has been chosen as the host of the 12th ICCCR. This phenomenal event will take place in the New England area, August 9-10-11, 2002.

Not only do we expect to have a large number of North American participants, but also a large contingency of international visitors. With the 12th ICCCR taking place in America it poses particular challenges for the organising Committee and we will overcome these challenges through all of you, the Citroënistes of the World. We would like to ask you to take a few minutes and answer our survey. With the hopes of seeing all of you at the 12th ICCCR please answer the following:

I would like to join the event by shipping my Citroën from my home to the ICCCR. Yes _____ NO _____

Type of Citroën _____

Number of participants _____

I would only be able to fly to the event from _____

My preference in lodging would be

Hotel _____ Camping _____

I would like to be a part of the Raid to Montreal directly after the ICCCR

YES _____ NO _____

I would like to tour the area on my own after the ICCCR

YES _____ NO _____

Name _____

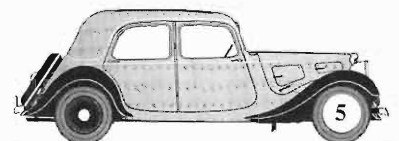
Address _____

email:

Your input is important to us. Please help us make this memorable event a success with any suggestions or comments you may have.

Thank you for your support.
 12th ICCCR Organisational Committee
 email: icccr@aol.com

ICCCR USA
 PO Box 130030
 Boston, MA 02113-0001
 USA



section scene



SCOTLAND SECTION

Contact: Kenny Cocker. Tel: 01821 650436.

Now that a few of the "cars undergoing restoration" have actually turned a wheel on the Queen's Highway, we are planning the beginnings of what will hopefully blossom into a busy and popular social calendar.

Spring has sprung
the grass has 'ris
I wonder where the Tractions is?
Hark! what's this I hear
A Traction getting into gear
It's shaken off the winter grime
washed and polished and in time
to hit the road in "Sunday best"
and socialise with all the rest
the flags are out I have a hunch
Scotland's Tractions are out to lunch!!

SUNDAY 25 APRIL 1999 - SPRING LUNCH RUN

Meet - 10am Caithness Glass car park, Inveralmond, Perth

Lunch Halt - 12.30 - 2pm Enverdale Hotel, Coupar Angus

Finish - Scottish Antiques and Arts Centre, Abernyte

Total distance 50 - 60 miles

Information from and entries to - Kenny Cocker. Tel: 01821 650436.

Details of further events (summer and autumn) will follow in due course.

NORTHERN SECTION

Contact: Stan Platts, 1S Moorlands Road, Birkenshaw, Bradford BD11 2BH. Tel: 01274 683848

The Northern Section meets on the 1st Thursday of each month at the STUMP CROSS INN. SHIBDEN (Nr. HALIFAX) WEST YORKS, on the junction of the A58 HALIFAX-LEEDS ROAD and the A6036 HALIFAX-BRADFORD ROAD. 8.30pm onwards.

Over the year we have had a Christmas Curry Eve, winter model making and quizzes whilst in summer evenings runs to a place of local interest and of course the odd gill of ale. All are welcome, the more the merrier! For more information members can ring me after six pm and at weekends on the above phone number.

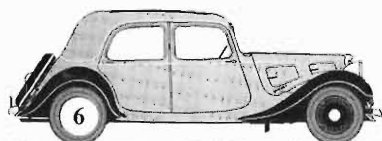
WEST OF ENGLAND SECTION

Contact: John Ogbourne, Whimbrel Cottage, Wells Road, Westbury-sub-Mendip, Wells, Somerset BA5 1EX. Tel: 01749 870501

Here is the proposed programme for the year, but bear in mind that it may be necessary to make some modifications later on if circumstances change.

- February 14th - Meeting at the Old Station Inn, Hallatrow. See details attached.
- March 28th - Clifton, Bristol. We will meet somewhere on the Downs with an opportunity to have a look at the Suspension Bridge and the Observatory.
- April 18th - Meeting at the White Hart, Ford - between Marshfield and Chippenham on the A420.
- May 9th - Wookey Hole. We will meet at a different pub to last year. There will be an opportunity to either look at the caves and mill, or to walk around the Ebbor Gorge Nature Reserve.
- June 13th - Time to return to the Tunnel House to see what it looks like in summer.
- July - No meeting due to proximity of the Brittany Tour.
- August 9th - Picnic at Longleat - a chance for Maureen and Dennis to have a rest from their labours at Minchinhampton!
- September 19th - **Note the fact that this is a week later than usual.** Following a suggestion from Tony Malyon we will be going to the Vintage and Specialist Rally at Tredegar, near Newport. This is an opportunity to show off our cars at a major event and to have a look at the very wide range of vehicles that turns up for this annual rally. More details later but we must enter before July. It is in aid of Leukaemia Research.
- October 10th - Meeting at the White Hart, Littleton-on-Severn.

If you are not a 'regular' and would like details of any meeting, please give me a ring and I will send them.



section scene



LONDON SECTION

Contact: Peter or Sue Simper. Tel: 0181 891 1093 (after 8pm)

Monthly Meeting last TUESDAY of the month.

8.30pm at THE ROSE OF YORK, PETERSHAM ROAD, RICHMOND.

We sadly miss the presence of Les and Jean Budgen, Les died last December after a fight against cancer. Les whose knowledge about cars and engineering was endless helped a large number of people with problems on their cars. On one Sunday meeting - The London-Brighton Veteran Car Run, Les and Jean gave us first hand knowledge of what cars were going by. Also their hospitality at home, also abroad when they invited thirty plus people for lunch after the 10th ICCCR in France. We hope to see Jean in the near future.

April 27th	Rose of York
May 25th	Rose of York
June ?	Camping Weekend
June 29	Rose of York
July 9th/10th/11th	CCC Annual Rally
July 14th/17th	Brittany Rally
July 27th	Rose of York
August 28th	Lions Club - Merton park (Classic Cars)
August 31st	Rose of York
September 19th	Barbecue?
September ?	Tony Olivers (Museum)
September 28th	Rose of York
October 26th	Rose of York
November 30th	Rose of York
December 28th	Rose of York

For more information please come to an evening meeting or contact Peter or Sue Simper on 0181-891-1093 (after 8pm).

MISSING: As a club tool holder I was approached for the hire of a hub puller. The club tool was not available so I lent out my own to a club member - this has not been returned. The telephone number given is unobtainable.

If it is you please return to Peter Simper at 215 Whitton Road, Twickenham, Middlesex TW2 7QZ. Immediately, thanks.

PEAK SECTION

Contact: John and Bev Oates. Tel: 01629 582154

April 4th - Easter Sunday - come and join us at 'The Bull'. We are going to have a Beetle Drive - but instead of beetles we are using Tractions - of course. There will be an Easter egg for the winner. So come and join us and let your child within come out!!

May 9th - The East Midlands section are organising a visit to the National Tram Museum in Derbyshire and invite us to join them. I hope the weather is better for Helen than whenever I arrange a trip to Crich.

May 28th-31st - There is talk of a rally in France - contact Mick or Moira on the Helpline for details.

May 30th - An alternative event is the Guardian Insurance Classic Car Run. There is a new starting venue at Citroën in Slough to mark the anniversary of 75 years of Citroën in Britain. The Slough start is limited to 100 Citroëns and costs £90 for the day. If you want to know more give us a ring.

June 6th - The annual High Peak Historic Vehicle Run - starts at 'The Bull' in the morning. The route is just over 50 miles long and takes in the villages of Sheldon, Ashford and Beeley ending up back at 'The Bull'. To mark the 21st anniversary of this Run the Duke of Devonshire is opening the Golden Gates into Chatsworth Park.

It only costs £7 and bookings can be made until the 21st of May.

August 8th - Please note our meeting has moved forward by one week as our usual date clashed with other events. If it is fine, **and** if the car park is empty, **and** if we remember the Boules we can have a match!!

October 3rd - Our usual meeting - any ideas?? Anyone willing to organise a quiz or ...???

December 5th - Our Christmas Lunch - this could be a traditional Turkey dinner or a Medieval Banquet. We need to discuss this as the Banquet is twice the price of a turkey dinner.

EAST MIDLANDS SECTION

Contact: Helen Brixton, 124 Davenport Road, Evington, Leicester, Leics. LE5 6SB. Tel: 0116 220 1095

April 11th Sunday Meeting - Foxton Locks, tour of museum, horse drawn boat trip, meal.

May 9th Sunday Meeting - Visit to Crich Tramway Museum.

June 6th High Peak Run - High Peak Historic Vehicle Club's 21st Run.

June 8th Carington Arms - Ashby Folville. Informal meeting of classic and vintage cars.

June 13th Sunday Meeting - Narrow boat cruise with shared picnic on board

July 4th Sunday Meeting - Tour of Belvoir Castle followed by a BBQ at Richard and Esther's.

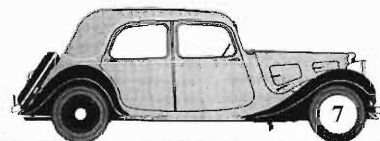
August 8th Sunday Meeting - Battlefield tour and picnic.

September 19th Sunday Meeting - BBQ at Bernie and Pearl's.

October 10th Sunday Meeting - Visit proposed to Caulke Abbey.

November 14th Sunday Meeting - Wandering around Fotheringay and Oundle.

December 12th Sunday Meeting - Christmas lunch at the Queen's Head, Billesdon.



TRACTION OWNERS CLUB WEEK-END

Date: Friday 29th to Sunday 31st October. Venue: The Stakis Hotel at Northampton.

The Stakis is a Four Star Hotel incorporating a health club with swimming pool, whirlpool spa, sauna, solarium and steam room and fully equipped gym.

Programme:

Friday: 15.00 onwards: Arrival and Check in. Priority check in arrangements are available to Tractionists.
20.00 Dinner in the hotel followed by a tasting session of wines from a small French vineyard in the Rhone Valley, in the convivial company of fellow Tractionists.

Saturday: Breakfast preceded or followed by time to enjoy the leisure facilities.
11.30 Departure for an excursion to the Bass Brewery Museum at Burton on Trent.
Transport to be by coach (for obvious reasons).
Evening: Dinner in the hotel followed by a talk.
Speaker: Philip Young of the *Classic Rally Association*, organiser of Classic Car Rallies such as 'The Millennium Monte', 'The London to Peking Trial', and 'The Around the World Motor Challenge' will give an illustrated talk about organising classic rallies.

Sunday: Time to enjoy the Leisure facilities before the talk 'Working on a Traction' by a technically able Tractionist followed by a question and answer session.
There will then be a 'pub' meal prior to departure.

The cost of the week-end will be £99.00 per person.

This includes:

Two nights *dinner, bed and breakfast* at the Stakis Hotel, Northampton. *Accommodation will be in twin/double rooms with private facilities, king size beds, satellite TV, lounge area and mini-bar. Single rooms are available at a supplement of £15 per person per night.*

Executive coach transport to the Bass Museum.

Wine tasting.

*NOT INCLUDED: Entrance to the Bass Museum at £3.50.
The cost of the pub lunch on the Sunday.*

A deposit of £25.00 per person will be required. The balance must be paid by the end of September. The price is based on a minimum number of 30 people taking part.

BOOKING FORM. To be sent to: Peter Rowlands, 41 Derwent Road, Orrell, WIGAN WN5 8PJ.
Telephone: 01942 203975. Fax: 01942 748581.

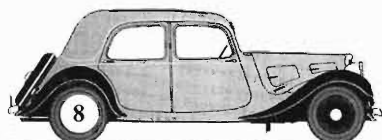
Name _____ Tel. No. _____

Address _____

No of Rooms: _____ Doubles(s) _____ Twin(s) _____ Single(s) _____

Number of people attending _____ Deposit enclosed _____

NB. Cheques should be made payable to Peter Rowlands.



1999 TOC Annual Rally

Hertfordshire
August 20, 21, 22

THIS YEAR'S RALLY is centred around the market town of Hertford. Nearby is St Albans with the Roman Verulamium Museum, Cathedral and Abbey Church, Saturday market, with a large number of pubs and restaurants for lunch time breaks. Saturday evening and the Sunday display of cars will be held in Haileybury Public School. Haileybury was built in the early 19th century and was designed by William Wilkins, the architect of the National Gallery. The Quadrangle which is the centre of the 500-acre campus has the boarding houses grouped around it. This is the venue for the display of cars on Sunday and there will also be guided tours of the School which will include the Theatre and the Chapel with its soaring dome (built in 1870). The School also has an Olympic-size swimming pool which we can use on Sunday for a nominal fee.

Friday 20 August from 6pm onwards

Get together for barbecue and drinks on campsite. Campsite available from midday. Salads, rice and pasta dishes (cold) will be available, so just bring your own meat.

Saturday 21 August

Informal tour driving at your own pace to suit yourselves starting from 10am leaving at 2 minute intervals. Treasure hunt drive following detailed maps. Places of interest en route to Mosquito (Aircraft Museum) and St Albans.

7.30 Haileybury Great Hall for barn dance and buffet dinner.

Sunday 22 August from 10am

Driving skills at campsite.

11 am drive to

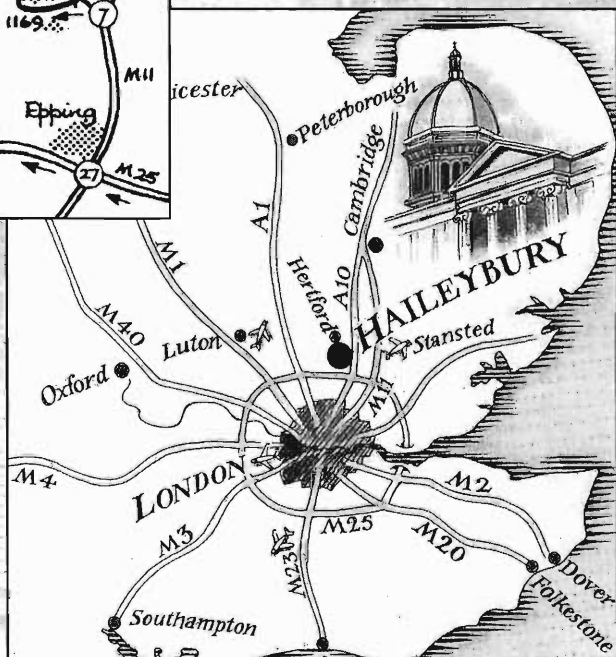
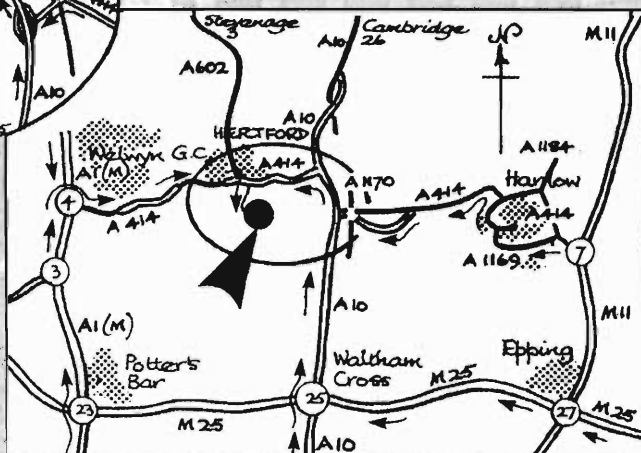
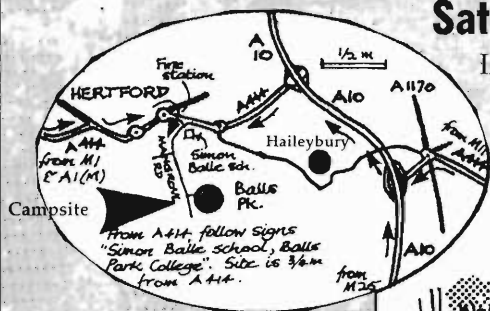
Haileybury for display of cars inside the School Quadrangle for auto-jumble, club shop, private auto-jumble (bring your own).

Swimming Pool available (small fee), guided tour of School and Concours.

3pm judging results and prizes.

Campsite address: Mangrove Road, Hertford SG13 7NU

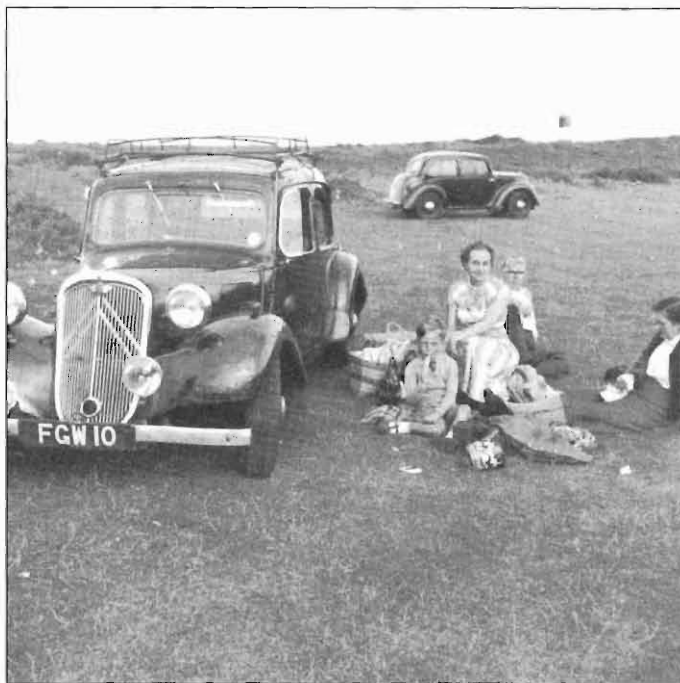
For further information and application form please contact Paul & Pat De Felice, 2 Oxford Gardens, Winchmore Hill, London N21 2AP. Tel: 0181 360 6837. Mobile 0378 053 873.



TED GARTLAND 'TRACTIONISTE EXTRAORDINAIRE'

On 10th March Ted celebrated his 90th birthday. Over the years Ted has had a long association with the CCC being a founder member, and later with ourselves the TOC where his membership number of 74 shows his enthusiasm and interest for our favourite Marque.

At 90 Ted still leads an active life, his hearing and eyesight are perfect and he still drives on weekend jaunts. A number of members particularly in the West Country may know Ted well, but for those who don't here is a brief resumé of some interesting aspects of his long life.



Light 15 FGW 10. Photo 1957. Car 1939 Model

In 1923 Ted began his working life as an apprentice with a company manufacturing Tennis Rackets, at this time he became seriously interested in cycle racing. Cycling trips from London to Somerset were considered easy preparation for racing cycles, tandems and tricycles over long distances, including a tour to Switzerland and the Alps. It is difficult to imagine the challenge and adventure that must have been.

Ted still retains membership of the Viking Road Racing Cycle Club, again he was a founder member. Their 70th anniversary handbook lists Ted as a winner of the 100



Big 6 Cyl. UPA 992

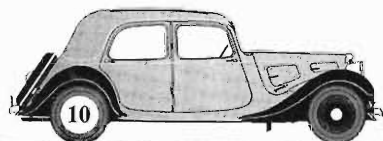
mile and other distance races in 1929 and 1932.

His first involvement with the Traction, which has been long term and surely unique was in 1949 when he purchased a Light Fifteen FGW 10 for £500.00. The photo of FGW 10 is taken with Ted and his wife Eleanor, who married in 1937, and their son Trevor who is now an aircraft engineering consultant with many years working in Oman.

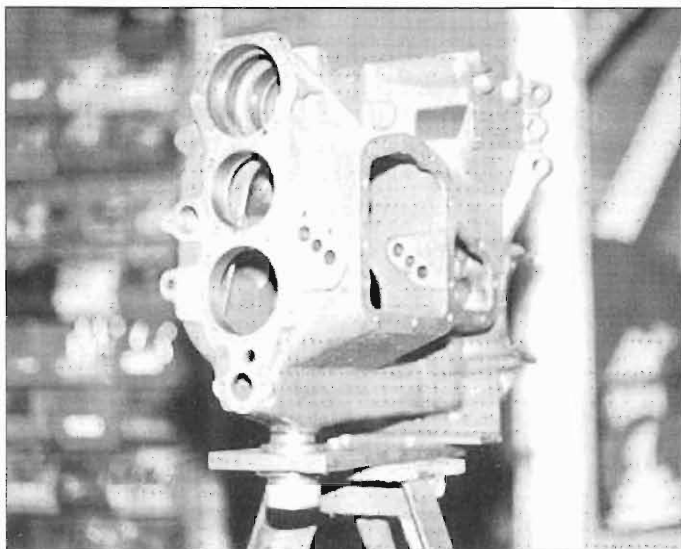
Ted sold FGW 10 in 1956 and moved up to a Big Six UPA 992 which he purchased with 3000 miles on the clock for a mere £250.00, this bargain came about as the previous owner had just scooped a big win on the pools. From then on the Six earned its keep by covering 500 miles a week delivering orders for the clothing and design business run by Ted and his wife.

Forty three years and 140,000 miles later Ted still drives and cares for his Six. Judging by the photo taken in August 1995 when Ted proudly provided the wedding carriage it looks to be in excellent condition. An achievement worth recording for both Ted at 86 and his trusty Traction. Well done Ted, what is your secret. Is it scrumpy Somerset cider or regular doses of *Floating Power*.

Peter Riggs, Membership Secretary



RECONDITIONING A BIG 6 GEAR BOX

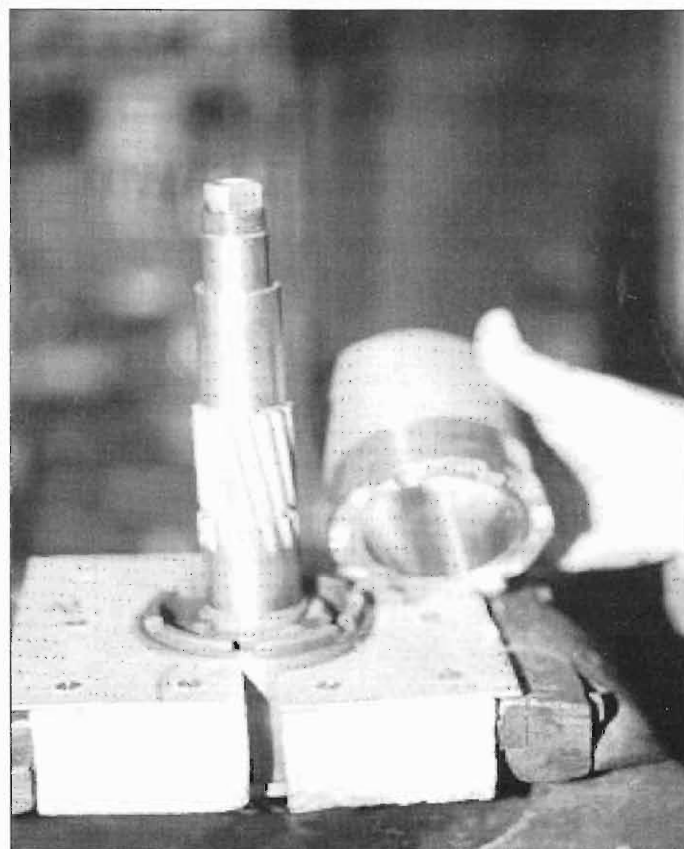


At the time of the restoration of my 1949 Slough Big Six, like many others before me, when it came to the gearbox I slapped the green paint on and hoped for the best! At the first test drive it became clear that the newly restored Six kept jumping out of gear and that the gearbox would have to come out and be repaired. As it

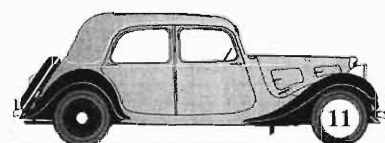


“The new crownwheel and pinion was looking impressive in its grease paper wrapping, manufactured to Roger’s specification on a CNC lathe of one of his suppliers”.

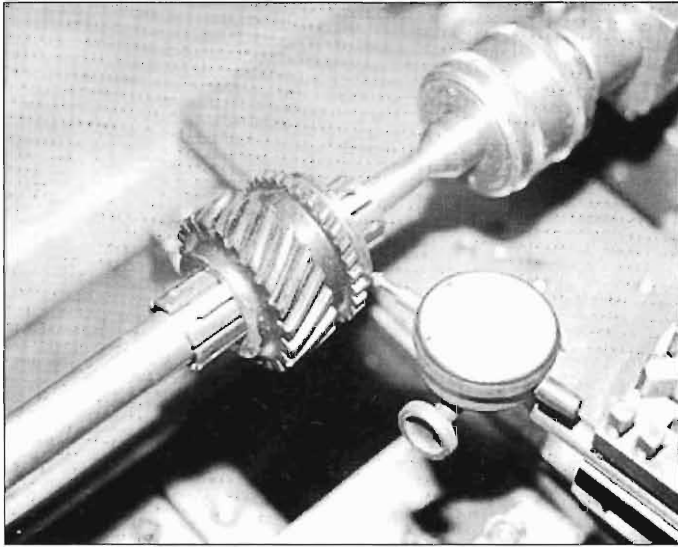
happens Roger Williams had just sent out an invitation to subscribe to one of ten new crown wheels and pinion sets he was about to manufacture. The new set would have the added advantage that the original ratio of the crown wheel and pinion would be increased to (9x31), giving a higher top speed of about 15 mph, a better range through all the gears and improved economy. The gearbox was dismantled in Roger’s workshop and after a thorough cleaning put on a special mount, which would make working on it that much simpler. Roger had done his homework and found replacement parts for all the bearings. New bushes and synchromeshes were



manufactured ‘on the spot’ on Roger’s impressive arsenal of industrial machinery, such as lathe, miller, surface and cylindrical grinders. Also a special set of jigs and tools was manufactured to enable Roger to do the job with a minimum of fuss and without damaging any of the original components.

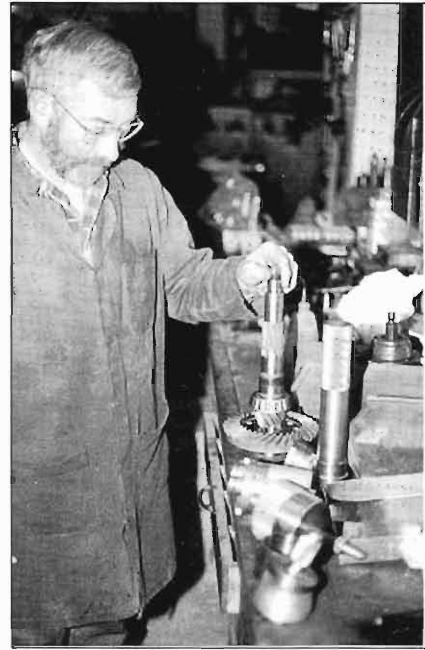
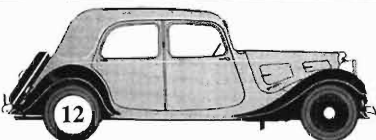


Spending a day in Roger's workshop soon re-enforces the impression that a passion for quality is paramount in his work. An impressive array of bore gauges and micrometers was used to check everything to the finest tolerances. If something like the end float of a gear on the pinion shaft, was not quite right, it was soon corrected by putting one of the thrust washers back in the surface grinder to take it to the required specifications.



Also a special new diaphragm clutch was installed replacing the old fashioned three fingered one. The carbon thrust bearing was replaced by a sealed release bearing in a new housing. A sprung clutch plate was used. This enabled me to mount the new C/V drive shafts without the heavy Bibax joint.

The Six now cruises at a nice 80 mph. (Only on German motorways of course!) and I have done several thousand miles without any problems!



Right now Roger is planning the manufacture of another batch of Crownwheel and pinions for the Six. Owners of Sixes who are considering reconditioning their gearboxes in the near future should contact Roger. Total costs for the set including all the head bearing and a new speedometer pinion will be £850 + Vat. A deposit of £500 will be required.

Other related expenses were:

Driveshafts 2 x £350

Those with Inner CV or Bibax are £400. Mercedes Clutch £200.

More Information on my web site:

<http://www.btinternet.com/~marcus.lasance/index.htm>

Or Contact Roger Williams at:

Steam Car Developments

35 Wood Lane

BEVERLEY

HU17 8BS

United Kingdom

Phone: +44 (0)1482 863344

Fax: +44 (0)1482 888619

IS YOUR CAR INCONTINENT?

Symptoms include steamy windows, interesting fungal growths, and "Gardeners Delight", that oh so delicious aroma of well rotted compost.

Left untreated your floor carpet will become a haven for cress and other water-loving flora, and the condensation on the inside of your windows will attract unfavourable comment, particularly from those who have a suspicious nature.

The cause of the malady is most often due to a defective windscreen seal and/or a leaking ventilation flap, although there are a number of more obscure causes.

Renewal of the seal is a relatively straightforward task, but there are pitfalls for the unwary. While the job can be done single handed it is made very much easier by having a docile assistant. The principle of replacement is the same on both Paris and Slough built cars, although if Plan B is adopted there are small variations.

Before attempting removal of the screen protect the scuttle and bonnet from damage by covering with a rug or cardboard.

Disconnect the opening mechanism from the screen, allowing the screen to open out to its maximum extent. This will reveal 6 cunningly concealed slotted screws which hold the frame to the hinges. These screws are likely to present problems as they thread into a steel block which gets wet. Equip yourself with a good screwdriver with a square blade which fits the full width of the screw slot. If you shear the head off do not fret, the block into which the screws thread, is easily removed and can be drilled out and re-tapped.

If in your endeavours you damage the head of the screw(s) plan B must be adopted. This entails splitting the two sections of the hinge apart (see diagram) which will require access to the top of the hinge - this is done by removing the sun visors, and the section of windscreen metal reveal trim on the inside, this will then allow removal of the cloth covered plywood trim above the screen. The two parts of the hinge are held together with two slot headed screws per side, which fortunately have very deep heads which allow tweaking with mole grips should they prove recalcitrant. Note the elongated holes for horizontal and vertical adjustment of the windscreen frame within the bodywork recess, you may need to employ these if your seal does not make a good fit.

Once the screen is out the old seal can be removed from its groove. Your new seal will have arrived neatly curled up looking like a giant liquorice whorl - resist the temptation to sink your teeth into it. The seal can be fitted in two ways, the right way and the wrong way. Only the right way will prevent water getting into the car, and mistakes are easily made as I can attest. Fitted correctly the seal should before fitting to the car curve back towards the body. When fitted it presses up against the body making a watertight seal, or so one hopes. Commence fitting the new seal at the middle of the bottom edge using a blunt screwdriver or similar implement to force the 'T' section into the groove. You will find that the seal is reluctant to radius around the corners of the frame, but it will respond with persuasion. When you reach where you started from resist the temptation to slash off the excess until you have worked the seal around the frame which helps the corners radius - carefully cut off the excess ensuring the two ends butt slightly under compression.

This is the time before re-fitting the screen to investigate the more obscure leaks, which fall into three distinct categories, the 'L' shaped metal drain tubes which evacuate the screen recess, the gasket which sandwiches the glass in the frame, and the gutters. The 'L' shape drain tubes disgorge through the bulkhead into rubber tubes, which

terminate at floor level. A little known fact recently revealed to me by the Technical Editor is that when the car is in forward motion, the ends of these pipes are under slight negative pressure which assists evacuation. The metal tubes have a tendency to rust through allowing water into the car - repair is difficult due to their inaccessibility under the scuttle. Binding with carpet tape, or external sleeving with rubber tubing may effect a cure - internal sleeving with 1/2" OD nylon tube is an alternative, finishing the joint of tube and drainhole with Instant Gasket or similar, this method while more difficult does prevent further corrosion.

Leaks in the 'U' section gasket cushioning the windscreen glass in the frame are best dealt with by sealant - refrain from replacing this gasket if not of an equable temperament.

The third category of leaks are by far the most common and can be infuriatingly difficult to conquer - they are due to the position of discharge of the gutters either side of the front doors. The gutters are

inclined towards the body of the car, and a master stroke of design dictates that under heavy rain a steady stream of water trickles into the joint between the door and bodywork. If your door seals are in good condition and pliable they will normally prevent the water from entering the car, and it will drain harmlessly over the sill. Meanwhile back on planet Earth the water will find its way past the seal, assuming it to be there in the first place, trickle down the inside edge of the door reveal, and cross over into the car just at the point where the seam of the inner and outer cill becomes seamless - it will then flow undetected between the carpet and the inner cill. Continuing the seam up the edge of the reveal for another few millimetres would have cured the problem but that would have been too easy!

All is not lost even though you may have no rubber seal or the pressing which retains it on the door. The trick is to alter the camber of the

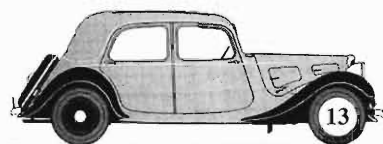
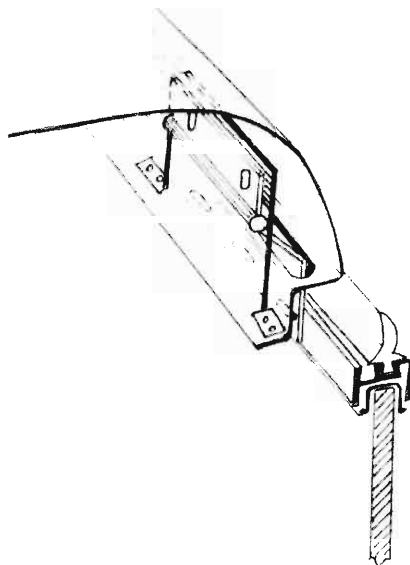
gutters so that the water drains away from the body. This is not achieved by seizing the end of the gutter in your mole grips and viciously tweaking which if tried is likely to fracture the spot weld by which it is affixed to the bodywork, or cause the gutter to foul the top of the door. Carefully apply mastic or other sealant to body side of the gutter until the desired direction of flow is achieved - if done well the water will actually fall clear of the bodywork, with the last few drops draining between the glass and the door. The sealant when set can be painted over, although I rather like the contrasting orange colour of Instant Gasket.

Two things to note - parking your car on a camber is likely to nullify this modification, and even cars which do have pliable rubber seals still leak. Parking facing uphill on a 1:3 gradient undoubtedly helps providing you have confidence in your handbrake. Continuing the sill seam further up the door reveal would seem a worthwhile modification, and if mig-welded from inside should cause little damage to paintwork.

When re-installing the windscreen a second pair of hands is a great help - make sure the seal is not trapped or deformed, and if necessary re-centre the screen within the recess of the bodywork. If after all this work your car still manifests symptoms of incontinence then a trip to the local genito-urinary clinic is advised.

While on the subject of little known facts have members who run French cars with yellow headlights ever wondered why they were so equipped? Apparently it all goes back to 1939 and a decree promulgated by the French Army who believed that by so doing any German spy would be instantly recognisable! This decree was recently annulled so purists should stock up with yellow bulbs while they still linger on the shelves of Super 'U'.

Chris Ryle



Painting Slough interior window surrounds [imitation wood]

Initial research with various local retired painters and signwriters only produced vague references to "scumbles" - an unknown alchemy to the likes of me! So I went back to basics, donned my best Claude Monet outfit and started to play around with a variety of shades and tones. Several litres of undercoats, varnishes, Butinox and god knows what else the final answer was - as usual - so simple:-

- 1 - strip old finish down to bare metal
- 2 - rub down and etch prime
- 3 - apply a coat of ordinary cream coloured domestic white undercoat
- 4 - cut down the bristles on a cheap 3/4 inch paint-brush to half the normal length
- 5 - buy a 250ml tin of Ronseal quick drying woodstain [satin walnut]
- 6 - apply a first coat along the length of the surround to give the woodgrain effect then apply a light downward stipple to imitate the walnut grain
- 7 - while the stain is still wet apply a cross-grain action at right-angles to the first application, but only along the innermost edge of the surround
- 8 - if you are unhappy with the density of the finish [i.e. too much undercoat showing through] try a second application after the first has dried
- 9 - apply 2 coats of yacht varnish to seal the finish
- 10 - apply 1 coat of matt black on the other [hidden] side of the surround - the edge of this can be seen from outside the car

Radio aerials

If you really can't manage without Radio 2, Capitol Radio 5 etc but the purist in you precludes fitting a modern aerial to a classic car, then use the front number plate instead! Run the co-axial aerial cable down the bulkhead and out to the front bumper. Fit 2 shouldered plastic spacers to insulate between the bumper and metal number plate. Bolt up the serrated terminal on the end of the cable to the back of the bumper as you would on a car wing - ensuring that the serrations make a clean contact to earth and the centre core connects cleanly through the brass fixing bolt to the number plate. Finally, varnish over the connection to prevent corrosion. Hey presto --- Ken Bruce in perfect stereo!!!

Bulkhead wiring loom joint boxes

The 4 terminal version can usually be obtained from most electrical wholesalers or electricians - often in brown bakelite rather than white.

TRACTION WINDSCREEN WASHERS (or lack of!!)

I recently completed the restoration of a 1956 Paris built 11B and fitted windscreen washers using a Lucas push type dashboard pump. Sadly it did not do the job properly and there is always a delay in waiting for pressure in the system to build up.

I therefore decided to fit an electric pump but could I get a 6v unit - impossible! In desperation I went to Sureparts,

Steering column downtube

You can replace a badly corroded downtube with a length of stainless steel tube which only requires a good polish to be indistinguishable from the original. You will need to order 30 inches of 1.5 inch OD 18 gauge stainless steel tube available from:

P.D. Gough and Associate

The Old Foundry

Common Lane

Watnall

Nottingham

NG16 1HD

or any other stainless steel supplier.

Speedometers

I successfully rejuvenated a dull and powdery finish on my difficult to replace Light 12 speedo-head (many thanks Simon Saint) by simply applying a few coats of Halfords clear aerosol lacquer. The shine and lustre looks almost as good as new.

Pilote Wheels

The diameter of the inner tube valve stem is noticeably smaller than the whole in the rim. Most tyre depots can supply plastic reducers for a few pence (used for Landrovers I was told). They look like a tiny top hat and only require a slight reaming out to take the valve stem.

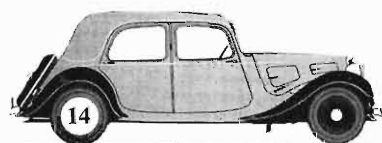
Slough Headlights

On a chance visit to my local Partco branch I found a boxed headlight conversion kit produced by Ring Lighting and manufactured by an Indian company called Autopal. The kit consisted of two glass/reflector units with an integral hole for a sidelight bulb. These units are standard 7" supplied with 60/55w H4 type halogen bulbs and fit the Lucas reducing rims available at most auto jumbles. Transferring the sidelights into the headlight unit permits conversion of the original sidelights into front indicators thus retaining the original look of the front of the car. The main advantage of this system is the "illuminating" benefit of 2 x 60w on main beam - OK I know the dynamo can't keep up with this for ever but if you fit the biggest battery the box can hold you can easily manage 2-3 hours after dark.

Brakes

After a complete overhaul it's worth spending the extra to refill with silicone fluid for two reasons - it doesn't lift paint and doesn't absorb moisture.

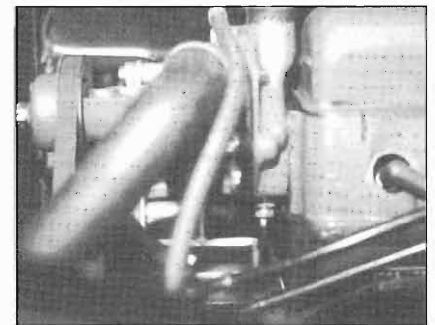
Kenny Cocker



Most old cars, and Tractions are no exceptions, will run very well if the basic adjustments are correct, ie the tappets, points and plugs. The tappets and plugs present no problem but the distributor needs a little more care. In the first instance the amount the points are closed, the dwell angle, is more important than the points gap which realistically is impossible to accurately measure. Citroën told me many years ago that the dwell angle for the ID/DS19 was 57° and this setting seems to work equally well for the Traction. The advantage of measuring the dwell angle is that it is done whilst the engine is running and it takes the mean of the four closing periods and is as close as you are likely to get. Having got the points properly adjusted rig a light across them and set the distributor so that the light just comes on when the 6mm rods drops into the timing hole in the bellhousing behind the camshaft pulley. Tractions have an adjustment on the distributor to be able to retard the timing for easier starting particularly if the petrol is a bit suspect as was in earlier days. The quality of petrol is extremely consistent these days and there should be no difficulty in starting a Traction if the above adjustments are set properly, ie lock the distributor and disconnect the manual advance/retard lever. Something else you will probably have noticed is that the distributor and the outer sleeve in which it slides which in turn slides into the block is usually a slack fit which means the distributor can wander around and oil finds its way through the gap making a mess in the engine bay. There is a simple solution to both these problems - carefully turn a couple of grooves in the sleeve and the distributor shaft and fit rubber O rings - see photo.

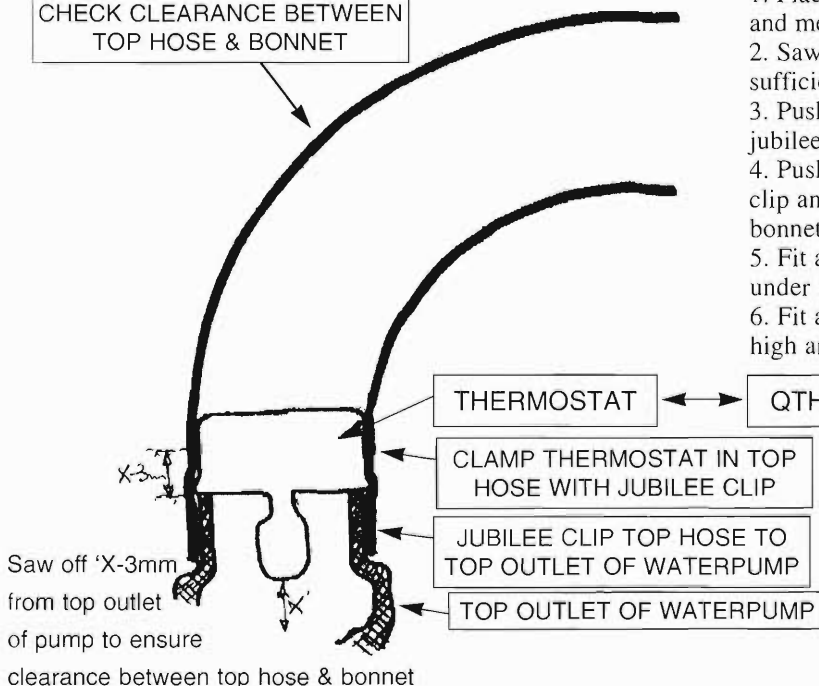


In its standard form the Traction engine is greatly over cooled because it does not have a thermostat but it does have a powerful fan. Engine temperature is always a good indication of the state of the engine and it is important that if you are going to fit a gauge you fit the sender/sensor in a place that will actually tell you the temperature of the coolant. I have seen sensors/senders fitted into the top hose just before it enters the radiator - firstly they generally seem to be fitted at the highest point in the hose which generally leaves them clear of the coolant being pumped back into the radiator this giving a totally false reading, ie it is the air above the coolant which is being recorded. It is important to note here that the top hose gets a very effective cooling draught from the fan this giving a doubly false reading. The best place to fit the sensor/sender is somewhere near the rear of the cylinder head, ie the hottest place. However on a Traction this is impractical but a good alternative is in the body of the water pump in the section that leads to the top hose - see photo.



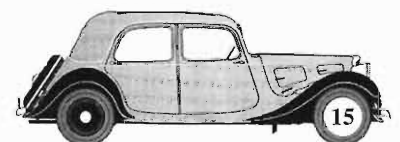
There seems to be continual discussion on whether or not it is wise to fit a thermostat and if you do should you drill a bypass hole or two in it. My views is that you just fit it as you would to a similar car, ie a Renault 5 but make sure that there is an expansion bottle to take the overflow which in the Traction just vents out onto the road. When the engine cools after a run the coolant pushed into the expansion bottle siphons back into the radiator. However there is a problem on some Tractions where a non return valve is fitted to the overflow and on these systems there would be no return of coolant from the expansion bottle to the radiator thus making the conventional fitting of a thermostat not a practical proposition unless you dispose of the non return valve. In a modern car the expansion bottle is fitted above the level of the radiator but on a Traction this is not possible and it should be fitted as high and as close as possible to the radiator overflow pipe.

CHECK CLEARANCE BETWEEN TOP HOSE & BONNET



1. Place thermostat in the top hose outlet of the water pump and measure the clearance to the bulb - 'X'.
2. Saw off 'X - 3mm' from the outlet making sure there is sufficient meat to clamp the top hose on.
3. Push the thermostat into the top hose and secure with a jubilee clip.
4. Push top hose onto waterpump outlet, secure with a jubilee clip and check that there is clearance to the underside of the bonnet.
5. Fit a temperature gauge with the sender/sensor immediately under the thermostat - see photo.
6. Fit an expansion bottle to the overflow from the radiator as high and as close to the radiator as possible.

Roger Williams





A Traction roadster and oysters ... TOC members who remain unmoved by this photo sent in by Kenny Cocker should ask their next of kin to check them for vital signs ...



Our Chairman Alec Bilney astounds bystanders with the size of what he has under his bonnet.

THE DANGERS OF "DRESSING UP"

My attention was drawn to an article titled "Santas on transvestite charge" which appeared in a quality broadsheet shortly before Christmas. You may wonder what this has to do with Traction or their owners, but read on and all will be revealed. Freelance Santa Clauses who haunt the shopping boulevards of Paris are being hounded by the police, accused of being "transvestis" or "transvestites".

Under an ancient Parisian by-law it is forbidden to "appear in disguise on a public thoroughfare", except at officially approved carnival times.

Apparently this crack down has been brought about by the large stores who are responding to complaints from window gazing customers who are being hassled by Santa Clauses, photographers, and possibly photographers dressed as Santa Claus. Rumour on the street is that to secure this purge a donation of 20 million French francs (ancien) has been given to the Gendarme's amateur dramatics and fancy dress society.

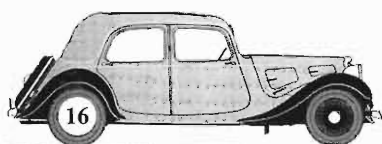
The French word transvesti can also mean a person in fancy dress, but it is usually taken to mean a crossdresser of either sex, the differentiation being transvesti or transvestie.

If however you would prefer not to walk on the wild side of French conversation it might be safer to use the "déguisement" with an acute accent on the first 'e'.

Members may have come across similar confusion with the French word 'baiser' which in my innocence I thought meant to 'kiss'.

Thus any Traction owner who unwittingly appears in fancy dress on a public thoroughfare in Paris, other than at "officially approved carnival times" is liable to be frog marched off, and charged with being a transvestite - you have been warned!

Chris Ryle

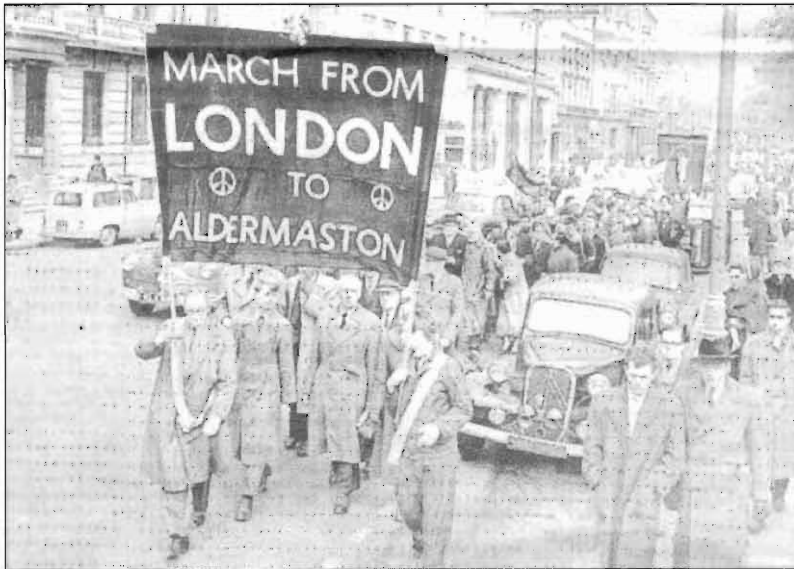




The Old Dairy
Egerton
Kent
4th February 1999

Glen,
In response to non-news and non events please find enclosed some snaps of ICCCR Chevetogne. As you can see, it rained but OBH 574 got there and back. A small chevron of TA's in the car park can be used for the mag if they will print up.
Regards

Tim Lee



22 Sixth Avenue
Chelmsford
Essex CM1 4ED
15th February 1999

Dear Glen,
I thought you could use the enclosed paper cutting to play "Spot the Car" or similar in *Floating Power*.
Cheers

Andrew Watson

Peace campaigners protest marches to the Berkshire weapons site after it opened in 1958.

TRACTION AVANT NEDERLAND

Leiden, 26th January 1999

Dear Tractionnists,

Within the dutch Traction Avant club "TAN", an action is started for the remanufacturing of spare parts for the very first models 7 (A, B, C & S) and 11A.

It concerns cars built between 1934 until approx 1938/39.

The following parts are under consideration:

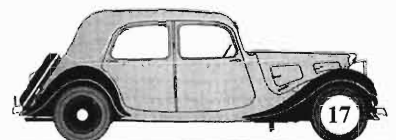
- steering box 602027
- rearlight fitting IN the rearwings (181005 and 707205)
- repair sections for small frontwings
- door stop rubbers square model with Citroën logo
- downpipe through the front horn (305366, 305928, 305958, 305959)

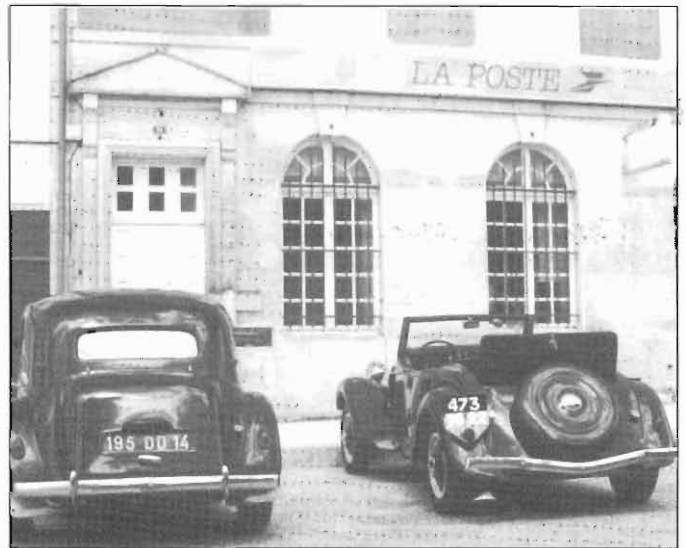
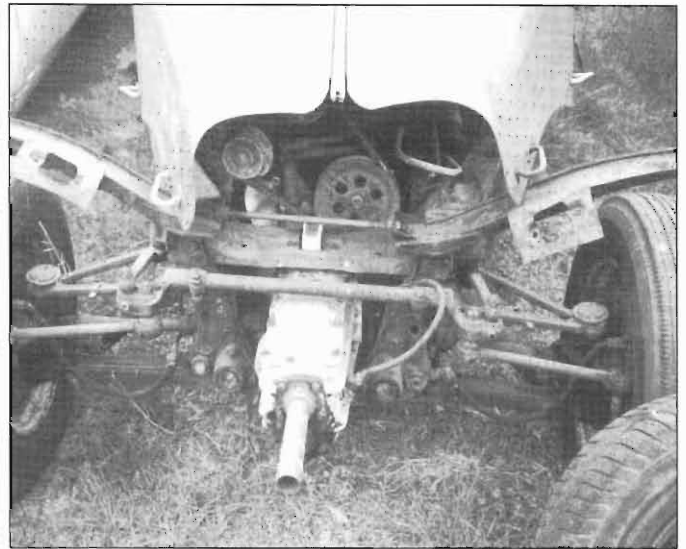
Please indicate any interest in taking part in the remanufacturing of these parts to:

Stichting Traction Avant Nederland
c/o Wiljan & Jeroen Cats
Baexemerweg 25A
6096 AP Grathem
Holland
tel & fax +31-475-452852
E-mail: cats@stack.nl

Best regards

Rob Koffijberg



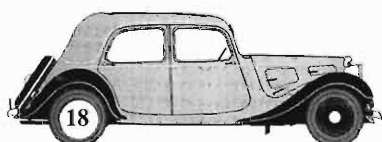


Hillfoot Cottage
Collace
Perth PH2 6JB
Tel/Fax: 01821 650436

Glen,
I have enclosed a few photos taken over the last few years at various venues here and abroad:

- 1, 2. Monsieur Lenoir, Antic Auto 27, Serquigny, France.
Many interesting Tractions including Commerciales and an early "7" with steering box. Note the selection of post-war roof-racks!
3. Local 1929 Scottish Kegresse at Doune 1997. Originally used to ferry deer carcasses off the hills on a local estate and still in the same Fife family ownership.
4. La Poste - an interesting study in the difference in style between the "30s" and "50s" Tractions (Traction en Fete 1994).

regards, Kenny Cocker



7 Seabury View, Malahide
Co. Dublin, Ireland
5th February 1999

Dear Mr. Robb,

As a brand new club member and one whose Light 15 consists of a lonely shell and a huge mound of bits I think the technical compilation would be a fantastic idea. I look forward to it and know that it will keep the life's blood in my (daunting) project. Thank you.

*Yours sincerely,
Enda Cavigan*

Clive Hardy, (Membership no 1414)
20 Highfield Road, Chelmsford CM1 2NQ
Tel: 01245 3558854 Fax (day): 0171 617 4422

Dear Glen,

I thank you for the most recent TOC magazine, and it is high time I responded to a couple of points.

Firstly, I would very much like to have earlier technical articles on diskette. In fact, in that rather controversial "Barry the brick" letter in the preceding magazine, it was suggested that we might be interested in 'technical Saturdays'. This would definitely be interesting. If you were able to persuade one of the experts to run a one-day session, on a Saturday, when we would observe the dismantling/re-assembly of such things as hubs, drive shafts, brakes etc, somewhere not too far from London, I would be interested. The cost would obviously have a lot to do with numbers, but I would have thought a fee up to £20 would be acceptable. You could even combine the two, ie: for £25, you get the days tuition, and a diskette to take home for future reference. You could do it on a 'modular' basis.

6 modules -

- | | |
|---|--|
| 1. front hubs/drive shafts | 2. brake system |
| 3. ignition and electrics/trouble shooting/tuning | 4. and 5. Major engine overhaul, including big end replacement |
| 6. gearbox overhaul | |

each being accompanied with hard copy/diskette.

Turning to another matter, I see that there were no less than two new members from Chelmsford alone in the latest list. I think if we only knew where we were in relation to each other, we might be a bit more inclined to organise local meetings. At the very least, we could be of mutual support when someone had a problem ... On the other hand, I suppose you, or at least the club, would not be willing to disclose addresses of all members with, say, a 'cm' postcode. I probably should speak to the Eastern area person, although he lives at the other end of Essex.

Thank you for doing the magazine - I very much look forward to reading it each time. There must be times when you wonder if anyone is out there, and no doubt you feel you get precious little feed-back. Well, take heart, I say - it is appreciated, and I only hope the above might be of some help. I send you my best regards.

Clive Hardy

44 York Road, Cheam
Surrey SM2 6HH
Tel: 0181 642 7808
27th January 1999

Dear Mr Robb,

I wonder if you could put a small "thank you" notice for me, under "other" in tocAds - I recently put an advert in the magazine for a starter solenoid and was sent one by a member who gave no address, so that I couldn't even refund the postage or thank him. (suggested note over page).

On the subject of advertising charges, I think a reasonable charge (about £5) for non-members etc, and a smaller charge (say £2) for members would be acceptable.

Also, regarding the technical article reprints, I personally would be interested in two or three of these, especially 'front end overhaul' Vol 12 no 1 and Vol 12 no 2.

Thanks, too, for superb *Floating Power* always eagerly awaited.

*Sincerely,
A.E. Bailey*

Arthur Bailey would like to thank the member who so kindly sent the starter solenoid without giving name and address.

Infield House, Troutbeck Bridge
Windermere, Cumbria LA23 1HY

Dear Glen,

Re: *Technical Articles in Floating Power*

With many many apologies for not having written after the last edition - the old tomorrow never comes factor again I'm afraid. I think a compilation of technical articles is a superb idea - please put my name on the list.

*Yours sincerely,
Peter Tyson*

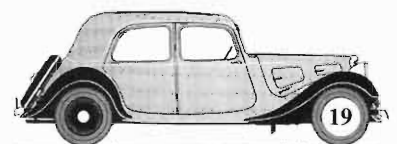
Roland and Anne Kirk
Lower Nash Farmhouse
Nash
Ludlow
Shropshire SY8 3DD

4th February 1999

Dear Glen,

I would be very interested in a compilation of technical articles in *Floating Power* though only on printed form as I don't have a computer. Hope you get a good response. Happy motoring.

*Regards,
Roland*



tocCORRESPONDENCE

124 Davenport Road
Evington
Leicester
Leicestershire LE5 6SB
Tel: (0116) 220 1095
Fax: (0116) 220 1093
4th February 1999

Dear Jonathan,
Happy New Year!!! Just picking up on a few points raised in January *Floating Power*.

Please add my name to those of the three members requesting technical reprints, preferably in the form suggested by your two correspondents (ie a booklet or loose leaf folder for future additions) or even on the Club Website.

I enclose a letter to *tocCORRESPONDENCE* on the subject of advertising rates. If you do decide to include it, please reproduce 'as is' thanks.

While agreeing in principle that charging for advertising space has a beneficial effect in focussing the attention of the advertiser I hope that, in setting the new rates for *Floating*

Power, the committee have not shot the membership in the collective foot.

We are accustomed to 'big business' spending phenomenal sums of money to persuade us to buy things we don't really need; but let's not forget that one of the primary purposes of advertising is to inform the reader about goods and services. In a small club such as ours this service is essential as members, particularly new or overseas, will have difficulty obtaining this information any other way. I can imagine that several of the present advertisers may well be reconsidering their position when faced with an annual bill of £180. I certainly doubt that the club shop, with a turnover of £1800 last year, could afford an advertising budget of £720 but we would still like to know what you've got Keith!

I hope I'm wrong, I hope that we won't see an increase in the level of 'white space' in the advertising section; but if we do I hope that the Committee will react quickly to review the rates.

Regards
Graham Jones

It seems appropriate to reiterate the reasons for reintroducing charges for advertising. Firstly it was remarked - quite correctly - at an AGM by one Graham Jones that the production costs of the magazine were the largest expenditure by the club, and should be monitored closely. As is well known, the decision was made to go for an unpaid Editor, which has so far saved the club £6000. Charging certain advertisers would further drive down magazine costs, at the same time preventing advertisements from appearing which were for defunct businesses, or products not strictly relevant to Tractions, or were no longer available, which has at times generated adverse comment.

*This matter was very fully ventilated at several committee meetings but owing to the non appearance of 'in committee' reports and the unwillingness of the Chairman to allow the Editor to write these, the wider membership were not as fully informed as they might have been. Besides I have a copy of the September 1988 issue of *Floating Power* which quotes the rates for advertising to traders and inserts so there is nothing new here, it seems that previous Editors did not enforce the charges. In any event, it is worth reiterating the scope and scale of charges.*

TOC members advertising Tractions or other Citroën related items, no charge.

Non-members and traders doing the same, £12 per issue.

Ads such as holiday lets, £6 to members, £12 to non-members per issue.

For larger advertisements there will be a sliding scale based on £240 per issue for a full page down to £30 for an eighth page per issue.

Let me reassure Graham that the club shop as an 'in house' operation will not be faced with an annual bill of £720, and so the ads for it will continue to appear.

Ed.

6 Knights Hill
Aldridge
Walsall WS9 9TG
Tel: 01922 863117/452000

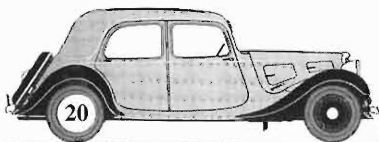
Dear Jonathan,
May I add my name to the hopefully by now more than 3 people interested in a compilation of technical articles from *Floating Power* either on disk or hard copy; possibly the single most important/useful thing an "old car club" could do, together with publishing a list of members (!).

Kind regards,
Yours sincerely,
Roger Prior

*It seems that under the terms of the data protection act the club is not permitted to publish a list of members. Furthermore the club resists the blandishments of mailing organisations to buy the membership list in order to spare members from being bombarded with junk mail, or valuable marketing information as they would prefer to term it. Concerning your query about ignition timing, the French *Revue Technique Auto* manual states that since 1945, all 11CV motors had the static timing slot in the flywheel machined for 12° BTDC.*

Ed.

PS. Is the flywheel hole on an 11D engine drilled for 8° BTDC à la Red book or 12° as in the H-Van?



TRACTION OWNERS CLUB SHOP

ITEM	Price £ Sterling
Bumper/Grille Badges	£16-00 (on order)
Blazer Badges Embroidered T.O.C.	£5-00
Embroidered TOC Badge for Overall etc.	£5-00
Enamel Traction Lapel Badge	£2-50
TOC W/S Sticker Silver/Blue,	
Taxdisc Holder	£1-00
TOC Golf Umbrella	£15-00
Mugs with Traction Decoration	£1-50
Ball Pens TOC Motif	£0-60
Poster Les Traction	£2-50
Poster 3D Traction	£2-50
Poster Traction Avant (bas relief)	£2-00
Greetings Cards	
(pack of 5, without envelopes)	£1-00
Sports Shirts TOC Motif (S.M.L.XL.)	£14-00
Sweat Shirts TOC Motif (S.M.L.XL.)	£15-00
Tee Shirts TOC Print (S.M.)	£6-00
Tee Shirts TOC Print (L.XL.)	£7-00
Ties Traction Design (Green or Blue)	£7-50
Plaque Agence Citroën	£18-00
Traction Thermometer	£33-00
	£50-00 the pair

Please send orders to: **KEITH FEAZEY**
 21, Paris Avenue, Westlands,
 Newcastle-under-Lyme,
 STAFFS, ST5 2RQ.
 TEL/FAX: 01782 618497

MODELS

Autosculpt Traction (pewter like finish) £4-50

BOOKS

André Citroën by John Reynolds £16-99
 British Citroën by Malcolm Bobbit £11-95 (last 2 copies)

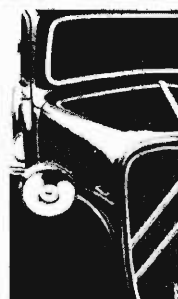
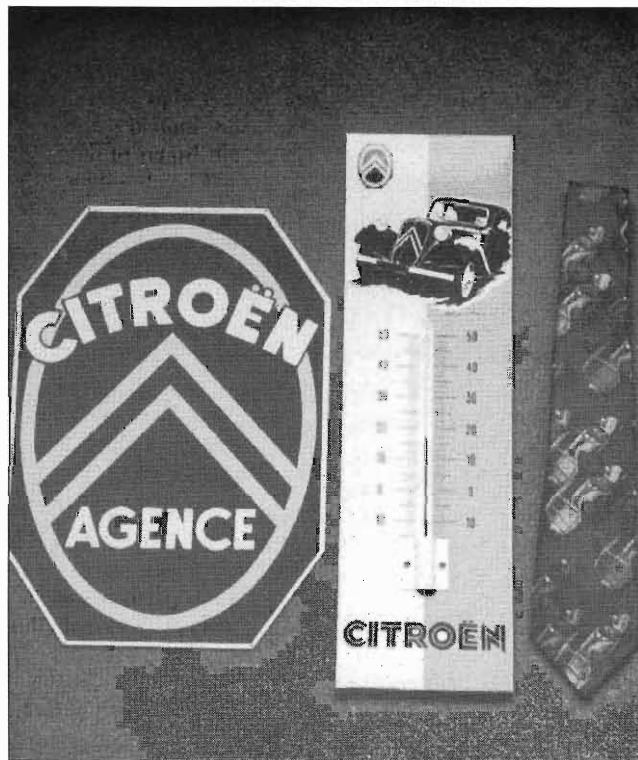
A range of hand made Hallmarked Silver Items. Silhouette Traction large or small boot as tie pins, brooches, or pairs of earrings. Also old type Citroën Chevron badges as tie pins or brooches. Enclosed in Gift Box.

PRICE £15-00 each. Please allow 28 days for delivery.

POST & PACKING

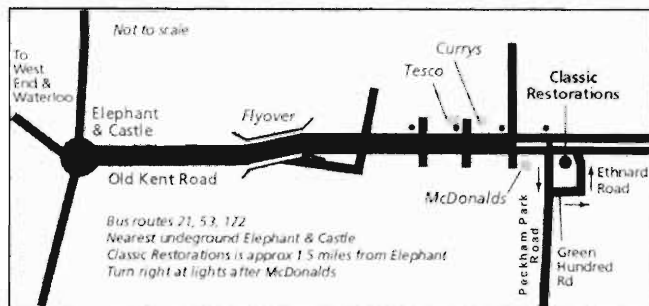
This is charged in addition to the above prices. Please allow sufficient.
 Note: I have not yet had to send an umbrella through the post. It would be interesting to try and pack one if you insisted!

Please make all cheques payable to "Traction Owners Club Ltd"
 Credit card payments can now be made. The following information is required - Card No., Name of Card holder, Expiry Date.



CLASSIC RESTORATIONS

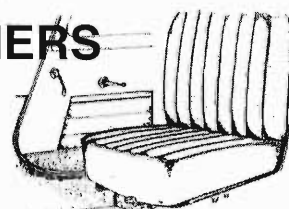
We've moved to new premises - more space, more facilities, and a better service for you, the customer. We'll continue to offer the full range of expertise for Traction - whether you're interested in restoration, servicing, spares or purchasing a Traction. Make a note of our new address and phone number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



Classic Restorations, First floor, 636 Old Kent Road, London SE15 1JE
 Tel & Fax 0171 358 9969

SOUTHBOUND MOTOR TRIMMERS

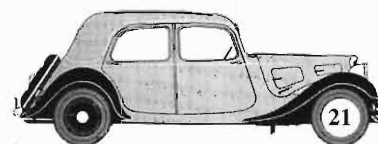
Little Dean Yard,
 London Road,
 Stockbridge,
 Hampshire SO20 6EL



- SEATS: Light 15 retrim
 Leather £998
 Vinyl £830
 French cars O.E. Cloth £680
- HEADLINING: Supply from (fitted) £117 (£261)
- PANELS: Set of 4 U.K. (French) £296 (£252)
- CARPET SETS: UK and French cars from £199.50
- BOOT: Hardura felt edged 3 piece £42.00
- SOUND PROOFING FELT KIT: Basic Set £49.00
 Trimmed Set £69.00
- FITTINGS: Door Clips, Screws
- MATERIALS: French cloth, Door excluder Furflex Etc.
- Complete retrims, English and French cars



01264 810 080



Notice Concerning Advertising

All advertisements are accepted in good faith by the Editor but no representations are made as to the truth or accuracy of the same. Readers should therefore satisfy themselves as to the suitability of goods and/or services offered before entering into any agreement.

No recommendation of any goods or services should be inferred from their inclusion herein. All advertisers are reminded of the provisions of the Trade Descriptions Act.

Please send all adverts to the Editor (address on inside front cover). Automatically included for two issues, unless you instruct otherwise.

CARS FOR SALE



Sand thrown in your face? Impress your friends with the size of your engine and length of bonnet. Small boot **Slough 6** taxed and tested. No tyre kickers please. Open to offers - **I.R.O. £5,000.** Chris Ryle 01386 841428 (Glos)

1955 Onze Normale, Paris built. Three owners from new. Known history. 65,000 miles believed genuine. Excellent condition. New M.O.T. **£5,500 o.n.o.** Telephone (Bournemouth) 01202 396077 or 01202 515011



1953 Paris-built NORMALE. Big boot, RAF blue, very good and sound condition, 57000km believed genuine, has been garaged by myself for the last 25 years. Seats and panels professionally re-upholstered in <<pattern>> wollen cloth. French registration number. Manual repair in french. For more details phone 01789 205 380 evenings £7500.

Tractions... a selection always in stock. For further information contact Steve Southgate 0121 357 2256 (evening) 01902 495 758 (office hours)

1954 Paris built NORMALE. Fully restored by Classic Restorations, 5 years ago, new

Roger Williams Clutch and stainless exhaust in 1996. Completed 2,000 mile trip to France with no problems, and has since been used on dry-days and for Wedding hire. This car is in A1 condition and is in Brooklands green, with interior retrimmed in original grey. Concourse prize winner at 1997 T.O.C. Rally. Heartbreaking sale due to bereavement. **£8,000 o.n.o.** Contact Keith 01472 508065

1948 Paris built 11BL. Colour black. Ground-up restoration 1991. Photos available. Insurance valuation **£11,500.** Best reasonable offer. Phone Denis Carter 01420 489722 (Hampshire)

Slough Built CITROËN LIGHT 15 (1954) 1911 C.C. Drives superbly; restored to Classic Restorations 1994; back to metal re-spray; regular servicing and maintenance (receipts available); dry storage; limited mileage - average 3000 per annum; sunshine roof; car heater; twin carburettors; excellent investment; BBC film 'Last Salute' featured this car (1998). Present owner selling reluctantly owing to business re-location. 1 year M.O.T. **New Battery, Speedometer and Cable, Valve Springs, Rocker Shaft, Output Seals, Gaskets, Exhaust System, Wing Mirrors, Water Pump, N10 Spark Plugs. £8,500.** Telephone: 0181 977 3292



1955 Light 15 This RHD car has been extensively refurbished and is in excellent running order. Work undertaken includes engine and gearbox rebuild, suspension and brakes overhaul, complete rewire, new leather seat and door trim, wood dash stripped and refinished, new carpets and cloth headlining. The car is finished in 2 pac 'Wine' coloured paint and turns heads wherever it goes. Email images or video clip available. £7250 ono. Tel Hugh 01865 284 274 (Oxford)

1954 NORMALE. Black, big boot. Good runner used daily, overall condition good, interior needs tidying, but has new carpets. I am the second owner from new, nice documentation with car. Move of house forces reluctant sale. Sensibly priced for quick sale. **£4,900 o.v.n.o.** Tel: 01227 772243 any time

1953 Paris-built Legère. Black paintwork; good chrome; stainless bumpers; clean interior; recent clutch; Peacock gearbox; Mike Tennant front wishbone conversion; well maintained; M.O.T. until October 1999. **£6150.** Graham Jones (0116) 220 1095 (Leicester)

CITROËN AC4, 1929 partially restored now requiring completion. Totally sound body and chassis. Reupholstered seats. An uncomplicated and pleasurable project which will result in a beautiful car. **£3,250.** For details call 01937 572478. John Hutchinson

1952 BIG BOOT 11B LEGERE, Paris built lhd. 10 months MOT, new radiator, brakes, tyres constant velocity joint, unleaded cylinder head. Oh yes black! Motor cycle indicators added. Good condition **£6,600** or offers. Marshall May 01249 816121 or fax 01249 816857 email streetsister@compuserve.com

1955. BLACK BIG BOOT FAMILIALE. Lhd. Goes well. Solid car. **£4,750.** Tel: Vic Lupton (Lancs) 01282 863803.

1952 Paris built Normale. Imported already restored from France in 1990. Since then has had 2 owners including me. Maintained by Dennis Ryland, who also sourced it for me. Immaculate inside, body in good condition, mechanicals in sound running order, very shiny paintwork. Totally authentic. New baby and heavy work commitments force sale. Aaagh the pain. **£6250.** Phone Paul Mitchell on 01452 770834 evenings are best.

WANTED

The following back issues of **Floating Power:** Vol. 1 #4; Vol. 5 #2; Vol. 6 #1; Vol. 8 #5(4?) Nov. 1983; Vol. 9 #2; Vol. 10 #5; Vol. 11 #5 & 6; Vol. 12 #1; Vol. 13 #5; Vol. 17 #2 & 4. Also Jaeger speedometer (French) new or in good working condition. J. Lane, 4801 Deanscroft Drive, Charlotte, NC 28226-3294 USA. E-mail M1H3L@Juno.com Telephone (704) 542-9955.

Paris-built Normale 11B. Small boot. Must be in good overall condition and a good runner. Would consider either original or restored vehicle. Please contact Leo Quinn (Pontefract) 01977 620116

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

Floating Power, volume 1, Issues 1 and 2. John Allen, 19 Beltana St, Salisbury S108, Australia

Brakedrums with damaged tapers required to create pool for an exchange service. Roger Williams 01482 863344 Fax: 01482 888619

CLOVERLEAF ALL PARTS OR W.H.Y. Tel: Roger Dyer 01483 223890

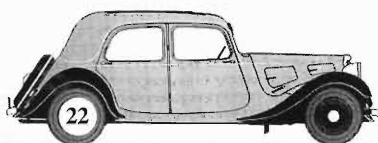
For **1955 Light 15 (Slough)** Indicator Switch 12V Lucas. Please phone Arthur Bailey 0181 642 7808 (Surrey)

PARTS FOR SALE

2 Slough road wheels (press on hub cap type) shotblasted **£15** each. Many other Traction parts available - what do you need for that rebuild?? David Boyd 01527 892134

I.D.19 plus D.S.19 Workshop Manuals, both Slough. **£20** each Phone after 6, 01209 821979

Light 15. Head Gasket C/A **£14** Con Rods, set 4 **£38** S/H Pistons (no rings or gudgeons) set 4 **£20** New Cylinder Liners (4 or 6) each **£25** 5 New Pistons (Hepolite) 78mm. + .060" each **£25** 1 new Piston (low comp. Hepolite) 78mm. + .030" **£20** Decoke set C4G C4/9 12.9 HP



big 12 **£22**
2 New Pistons C4/9 1932-3
72mm. std. **£24**
Please phone Arthur Bailey
0181 642 7808 (Surrey)

12v starter motors; 12v
dynamo; pair of very good Big
15 Normale drive shafts;
various carbs; good 3 speed
box; engine for rebuilding (not
used for 20 years); some Light
15 doors and odds and ends.
Please ring for further details
01986 892923. Tom Evans

1 Repair Manual 1950.
Condition A.1. Ring Derek
Whittle 01624 842475.

**Very rare SOLEX 34 PCC
CARB.**
As fitted to pre 49 Light 15.
£28.50 plus p+p

Traction gearbox, good
condition, £220. Phone Frank
01365 325847

Original Light 15 repair
workshop manual **£40.00**.
Original sales brochure
£20.00.

Pair second hand kick plates
(rear) for Light 15/11BL
£20.00.

Phone Michelle 01202 246385
(Poole, Dorset).

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

LIGHT 15.
Sunroof, panel and frame **£25**.
Slough flat dipped bumper
and iron **£15**. Lucas headlamp,
good chrome **£5**. Marchal fog
lamp **£7**.
Marchal spot lamp **£7**. Heater
tube assembly (no rubbers)
£10. Big 15 starter hole grill
wings **£10**. H10 spark plugs
(20) **£1** each.
Phone Colin Moss 0181 398
3176 (Evenings)

SET OF DOORS
Light 15, very good condition,
straight, no filler. Ex South
Africa so rust free. Also 2 good
small boot lids.
Phone Marcus Carlton
Tunbridge Wells 01892 532896

Traction Parts for sale
1 pair of bumpers with irons,
overiders and number plate
box, to suit big 6 or big boot
car **£100**

1 oil bath air filter £20
2 pair of 6 drive shafts and a
selection of inner cardens,
usable but I would
recommend they are
overhauled **£200**

A selection of big 6 clutch
plates, new **£75.00** and used
£50

I have surplus to requirements

a quantity of Fram **C4 and C3
oil filters** at **£6.50** each.
All prices are negotiable.
Derek Fisher, 01225 429533
evenings

"Worried about oil pressure
on your Big 15 or Normale?
Then fit an oil pressure gauge
using our special adaptor and
fixing kit. No drilling, just a
simple ten minute job. Send
£25 including p&p.
Also make life easier with our
Traction engine stand. Made
to same specification as
shown in workshop manual.
Powder coated finish in red
or black. **£55** plus p&p
£12.50.

David Boyd, "Tanglewood",
114 The Ridgeway, Astwood
Bank, Redditch, Worcs B66
6NA. Tel: 01527 89 4599.

For Sale, Traction Tools
1 x bottom ball joint breaker
(bar type)
1 x top ball joint breaker
1 x hub puller
1 x outer bearing puller
1 x hub inner ring nut spanner
1 x "C" spanner, for outer
bearing ring nut
1 x diff bearing socket
Front end tools **£125.00** the lot
plus engine hoist **£65.00**.
Ring Carole Green 0121-783
8485 (Home)/0121-706 4933
(Work) (answer service on
both numbers).

Discovered hoard of dyna-
mos and starter motors in
mothers old loft **£25** each,
buyer collects. Please tel Alan
Smith 0117 9249821.

4 New Michelin 165x400 tyres
£80.00 each or **£300.00** the lot.
Light 15/Legere Bonnet -
Offers. Carla Nutley 01323
899003 or 0802 577578
(Sussex)

NEW PARTS

**Rubber plugs for front
cradle** tubes. **£2.40** per set of
4+P+P
Rear engine mount **£10** each
(exchange)
Side engine mount pads **£1.60**
each +50p sae
Silentblocs **£60** per set of 4
(exchange)
Petrol tank filler pipe rubbers
(large and small boot) **£2.50**
each + 50p sae
Triangle door rubbers **£14.80**
per set of eight + **£2** P&P
Gaiters for top & bottom
swivels **£2.50** each + **£1.50** P&P
Steering rack pin rubbers
£1.20 per pair + 50p sae
Rear Panard rod cones **£2.50**

per pair + 50p P&P
Rear bumpstops **£15** per
pair + **£1** P&P
'H' van radiator hose set (three
hoses) **£17.50** per set + **£3.25**
P&P

Driveshaft inner bearing ring
nut spanner (with reinforced
ring around teeth for those nuts
that are very tight). **£28** +
postage to cover 2.75lbs
weight.

Ball pin adjuster for the track
rod end. **£11** + **£1.50** P&P.

Door seal 18ft fits 4 doors **£7.50**
1 1/4" wheel cylinder repair kit
(2 cups - 2 boots) **£4.50**

Seal between 32PBIC carb and
flat type air cleaner **£2.30**

Bonnet and door grommets,
pack of 10 **£2.00**

Front axle bump stops c/w
nut/washer **£3.50** each

Shock abs/Panard rod bushes
60p each

Dust covers in hard rubber for
outer track rod pins **£1.20** per
pair

Radiator base washer
metal/rubber **£1.00** per pair

All plus post/packing, all other
advertised parts still available.

PLEASE NOTE:

Exchange items only sent when
old ones received first.

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

New stainless steel bumpers
for Tractions. Made from 3mm
304 grade stainless steel. Four
types available: 'dipped'
Legere & Normale and post-'52
'straight' Legere & Normale.
Supplied drilled and polished
'ready to fit'. These bumpers
will not rust, are stronger than
the originals, there is no plating
to crack or peel - minor
damage can be inexpensively
corrected and repolished. All
types **£230** per pair. Citroën
script badges, jet cut from
stainless steel, polished.

Available either with mounting
screws placed as for fitting to
spare wheel cover at **£27.50**, or
plain, as fitted to big boot cars
at **£22.50**. Can also be used to
beautify your 2CV, Visa, etc!
These are also available in
MDF - one for **£3.00**. Two for
£5.00, or five for **£10.00**.

Jonathan Howard
Tel 01608 643065 Fax 642973

OTHER

PERIOD MICHELIN MAPS

The "Final Touch" for your
restoration - a period Michelin
map for your glovebox. I have a
selection of original maps (most
dated with the year of
publication), all in good to

excellent condition, some
carrying an "X" tyre pressure
chart on the rear cover including
Traction models plus Panhard,
Renault and Simca. Some also
show war damaged areas and
bridges, even coastal
minefields!! **£8** each including
postage and secure packaging.
Leo Quinn, tel: 01977 620116



P.F.P. MODEL CARS

These Citroën cars are revival
of the Citroën toys from the
thirties.

At that time Citroën made, for
advertising, children's model
cars. Big ones were very
luxurious but the 1/43 scale
range was cheap. Bodies were
made in plaster and flour, with
lead wheels and red rubber
tyres.

These toys were very naive
pretty charming, but because of
Citroën financial managiring,
eventually production ceased.
Nowadays, you can keep living
the spirit of these toys by
buying a P.F.P. model car
(made in Paris).

Jean Pirot Price **£17** (inc
p+p)
8 Rue du Cloître Saint-Merri
75004 Paris
tel 00-33-1-42 74 66 97 (REP)
fax 00-33-1-42 78 11 55

Normandy. One hour from
Cherbourg, stay at either of our
two lovely well equipped 18th
century gites (sleep 4 + baby
or 6 + baby) or at our 17th
century Bed & Breakfast nearby
(7km from sea). Lots to see and
do locally.

Phone Tom or Gill O'Malley on
01420 543656 for details.

tocART

Classic caricatures. Your own
black and white 'car-ic-cature'
to suit standard frames. From
£80 plus **£2** p&p.
John Martin on 01548 821384.

John Griffiths
Unique and individual
paintings. Prices from **£100**.
Tel: 01534 425398

