



# *Floating Power*

october | 1999

# toc contact



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## Editorial

*This is my first issue of Floating Power and I would like to thank Jonathan and Glen for all their hard work in producing the club magazine for almost three years. You turned up trumps when the Club needed trumps! It is now my duty to follow in the Club tradition to produce the best possible result each time for all our members. So I hope I can rely on contributions to continue to flow in as they have for this issue.*

*Our Club is a mixed bag of interests and it is all the more interesting because of that. We have technical experts who can strip and rebuild a gearbox with their eyes closed and novices with more enthusiasm than ability. We have social animals and contemplative academics. However, the one thing we all have in common is a passion for old cars and that feat of 1930's engineering, the Citroën Traction Avant in particular. As we approach the end of the century and the start of a new millennium, we begin a new chapter in the history of the Traction Owners Club. I hope to produce each issue with a balance of technical articles, information, news, views, event reports and provide an open forum for discussion and enlightenment to the benefit of all members.*

Ed

## Front Cover



*Tractioning towards the turn of the century and a new millennium*

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## toccommittee

September 1999

The committee meeting on 8th September was a preparatory meeting for the Annual General Meeting. We do work hard on your behalf! Because most of the subjects came up again at the AGM, and a report of that appears opposite, this report covers other matters.

The agenda consisted firstly of the usual reports by Club officers informing the Committee of their actions and intentions.

### MAGAZINE

Jonathan Howard had announced that he did not wish to continue as editor, so we had a potential vacancy. Richard Hooley had volunteered to take up the reins and, as the sole applicant, it was unsurprising that he was endorsed by the Committee. Richard will continue to carry the PR role as well, since he feels the two are complementary. Despite the suddenness of the change, Richard thinks he can offer only a slight delay in publication of the next issue, so you should read this in an October edition rather than a September edition. *(Sorry! Slipped into November due to holidays and house move. Must try harder! Ed)*

### HELPLINE

Moira and Mick Holmes reported on the Club Helpline. They receive between two and five calls every week, quite adequate to justify the role. A point that everyone should note is that, although the Helpline telephone number has changed, there are lots [hundreds ?] of windscreen stickers and tax disc holders on our cars that still show the old number. For your own sake when you break down in the wilds of somewhere, and for the guidance of potential new members who will see it and try calling, please amend these public displays. New stock will of course show the new number, and the same situation will not recur because, thanks to BT's wisdom about numbers, the new one can be transferred when the Helpline moves.

### EVENTS

The Committee agreed that that the Club needs a Social Secretary. After nine months without one it was decided to approach a few people thought suitable. The AGM report shows we were successful. With a new social supremo to co-ordinate all events, the next Committee meeting on 17th November will have more to report.

### WEBSITE

Finally, the Committee discussed the TOC website on the Internet. [www.traction-owners.co.uk](http://www.traction-owners.co.uk) Regular users may be aware that the site has not changed for several months, but may not have been aware that Tim Walker, who runs it for us, has been seriously ill. Tim is now, thankfully, recovering and can resume some home tasks. The Committee developed a way forward to provide help, and by the time this is published the site should again be current.

## Chairman's Note

Alec Bilney

The importance of an overview must be remembered; the ability to see the whole situation allows details, however bold they may be in themselves, to be seen in proportion and in perspective.

### OVERVIEW

The unexpected resignation of the editor left a potential hole in the running of the Club, but an **overview** showed that the simple and effective way he announced it meant everyone knew immediately, and a volunteer stepped forward. Jonathan Howard and Glen Robb took up the burden of running the magazine at a time of crisis, and they have made a great success of it. The magazine is the Club's main vehicle for communication between members. The AGM expressed its appreciation to them both for a job well done, and I am delighted to add my own thanks for helping the Club when help was needed. We all wish Richard Hooley good luck, and recognise that the magazine is likely to change again, as it always has when the editor has changed.

### HINDSIGHT

Taking an overview shows that the re-manufacture of front wings is just one aspect of re-manufacturing all parts for Tractions which are otherwise not available. Hindsight is a wonderful thing for seeing errors that could have been avoided, but there has been no desire for a 'cover-up', and the only regret that need be felt is for the length of time that the development has taken.

### LIAISON

It was as the summer season drew to a close that an overview showed up the lack of a dedicated social events co-ordinator. Stan Barker had laid the basics of this year's events and they have all come to flower, but events for next year have only habit to guide them. We therefore also wish Tony Latchford good luck, and ask all area representatives and anyone else organising an event to liaise with Tony as closely as possible. Not only will this spread the word about events, but may help to avoid unnecessary clashes of events happening on the same day or same weekend.

### CHALLENGE

For myself in the role of Chairman of the Committee, I certainly cannot complain that there has been a lack of challenges. Practically every subject has been a challenge, and all needed to be resolved in my spare time by calling on other people in their spare time. Perhaps one day I will be able to take an overview of my time in the chair, but right now there are far too many trees around for me to be able to see the wood. I shall continue working to meet my original aim, of repaying the Club for all the pleasure I have found in it and among my friends over the past twenty-three years. The Club is moving onwards as new people take up responsibilities.

I finish by pointing out that the summer of 2001 represents our 25th anniversary, and by asking for views on how to celebrate it. For our 10th anniversary in 1986 we made a tour of England lasting a month, with some people going all the way round and others joining for a few days as the convoy passed through their area.

I invite people to think big or, as it were, to take an overview.

*Happy Tractioning.*

# 1999 AGM

## *the report*

*The Annual General Meeting of the Traction Owners Club was scheduled to be held at JB's Restaurant, Damson Parkway, Solihull on 26th September. Two weeks before the due date we learned that the building's name had been changed, so the AGM was actually held at Solihull Borough Rugby Club, Damson Parkway, Solihull on 26th September. It is already difficult enough to organise these things!*

We had nearly 50 members present, and started on time at 2 pm. The formal affairs of the Traction Owners Club Limited were approval of the accounts and decisions about the directors. Terence McAuley had added to the clear presentation of the accounts with an analysis of the Club's finances over the past seven years, showing a healthy condition with just a very little growth. Once the existing directors were re-appointed, formal business was completed and we could move on to the more pleasant business of the Club proper.

#### **TOUR DE FRANCE**

A principal part is the report to the Club by the Committee office holders, describing how they have run the Club during the year. The Chairman and the Secretary reported briefly and then Mick Holmes summed up the social activities of the last twelve months. Mick and Moira had acted as a stand-in for the role of Social Secretary which had been vacant since Christmas. So it was opportune to be able to announce that Tony Latchford had taken on the role fully. Tony followed Mick's report by indicating that he would review the situation and plan a calendar of events for 2000. A particularly attractive event that will be investigated further is a *Tour de France en Traction*, a month of successive short rallies with the Brittany tour being just one stage in it.

Jonathan Howard reported as one of the two joint editors during the year. He said it had been a satisfying task but both had now found it appropriate to pass the reins to someone else. He and Glen Robb had started three years ago using scissors and paste and enthusiasm. He felt the printers deserved credit for transforming that into

a series of good magazines. The meeting showed its appreciation unreservedly for the work of Glen and Jonathan.

Andy York read a report from Peter Riggs on membership and one from Keith Feazey on the Club Shop. Both reports were positive and the duties were seen to be in excellent hands.

Tony Hodgekiss made a full report on the Club spares situation. During the year the stock had been moved to its new home near Chichester; a spares sub-committee had been established which will control operational policy, source new parts for purchase, arrange remanufacture of unavailable parts, and study the feasibility of the Club supplying some reconditioned assemblies such as rocker shafts or even cylinder heads. A revised parts manual for Tractions was being put together, with suppliers being identified. Trials with a new brake lining material look promising; it is bonded to the shoes so removes the task of riveting from members. Tony finished with generous praise for the other members of his subcommittee.

#### **VOLUNTEERS**

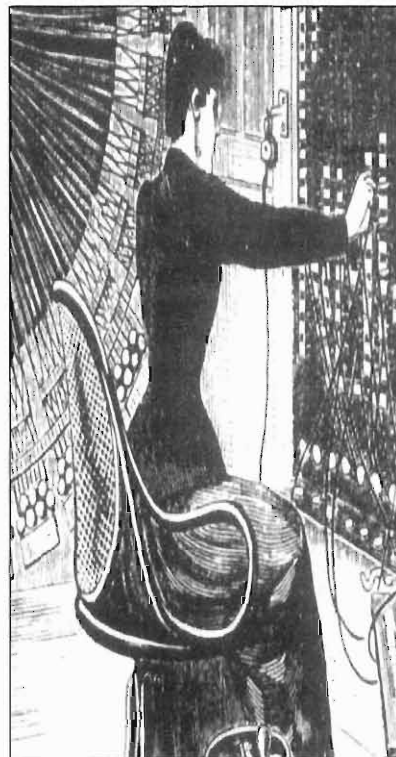
The chairman reminded the meeting that all the reports represented many hundreds of hours of spare time work by volunteers.

The re-election of the secretary, Andy York, and the treasurer, Terence McAuley, was unopposed. The meeting then elected four new Committee members, Tony Latchford, Graham Jones, Pat and Paul De Felice, and re-elected two existing members, Colin Gosling and Keith Feazey.

The meeting then discussed the desirability and practicality of making all or part of the Club membership list available to other Club members, such as those who live nearby or who own similar cars. Those present made it clear they did not support any commercial exploitation whatever of the membership list, but the modest aim proposed was felt acceptable provided all information remained within the Club, and its confidentiality was emphasised. The Committee was instructed to study the matter and develop a way to progress it.

Several other detail items were raised and dealt with by discussion. Important among them were the TOC web site on the Internet, the award of TOC cups to non-members, the re-publication of technical articles from the magazine, and the remanufacture of front wings.

A prime purpose of an AGM is for ordinary Club members to seek information on points that concern or interest them, and for the Committee to explain matters which may not be clear to ordinary members. This AGM fulfilled that role. It would be nice to see many more people attending in future.



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# 6 South of Watford Gap

Report on the TOC 1999 Annual Rally Hertford 20 - 22 August  
by Graham Jones



"So the Annual Rally is in Hertfordshire, but that's in the middle of London!"

**WRONG.**

"There won't be any grass or trees, it's a concrete jungle!"

**WRONG.**

"Only find motorways and tarmac down there."

**WRONG.**

"People are in such a hurry they won't even give you the time of day."

**WRONG.**

"Haileybury School sounds good but it's bound to be a soulless

"Comprehensive"

**WRONG.**

Now that we have aired some of the prejudices and mis-conceptions what was the 1999 Annual Rally really like?

Based at the Camping and Caravanning Club site just south of Hertford the excellent facilities and quiet ambience there brought forth no complaints.

Hertford itself is 35km north of central London in what used to be known as the "Home Counties". Yes there are motorways and major roads here but turn a corner and you will find yourself once again in rural England. As to the people, they are as friendly as you will find anywhere. London Section members are, as other members know, something else!

Friday night was barbecue night and a chance to catch up with all the club gossip. Paul and Pat De Felice had arranged fine weather, hot charcoal, cool salads and a barrel of the local brew on tap to ensure an excellent start to the rally. All too soon it was time to retire to tent, hotel, B&B or the 'dorms' at Haileybury school.

Saturday and we find an interloper in our midst! Not content with arriving, sans *Traction*, at the wheel of a Savim - Renault truck; Barrie (*don't mention the hat*) le Brick had caused even greater consternation by parking a black roadster, MG octagon hastily concealed under two plastic chevrons, in the middle of the campsite! Oh it's your car now is it Pat? Well there's no accounting for taste is there?

Tour pack and instructions received, it was time to leave on the treasure hunt, destination the aircraft museum at Salisbury Hall. Sue and Peter Simper had set the questions and knowing Peter's usual driving style we set off at a brisk pace. After missing three of the first four



Line up in the quad at Haileybury

clues however we decided that more leisurely progress would be appropriate and arrived at Salisbury Hall without too many blank spaces on our sheet. Here, during World War Two, the Mosquito fighter/bomber prototypes were developed and constructed and, as well as two restored examples, the museum also houses many other examples of British aircraft engineering.

On then, collecting more clues, to our final destination, the city of Saint Albans. With its Roman ruins, pubs, cathedral, pubs, interesting shops, pubs, large street market and selection of pubs and cafes it offered something for everyone, especially TOC members.

Saturday night and a very sociable evening at Haileybury; a traditional English Public School except that they now admit GIRLS here! An excellent buffet meal, far removed from the 'school dinners' I remember, followed by a barn dance. Caller Ted Irvine provided an inexhaustible repertoire of music, ignore it at your peril!

Few members did and with a nod, wink and - *steady now* - squeeze, old acquaintances were renewed and new ones established. And so to bed...

Sunday and for some it was driving tests on the camp site supervised by Alec Bilney. An obstacle course to be negotiated while the passenger collected 'apples' from the top of each course mark. In answer to the obvious question, Slough cars negotiated a mirror image of the left hand drive route. Peter Riggs and crew carried off the trophy but had to hand the apples back!

Others got up late and didn't make it to the driving tests, catching up with the rally again at Haileybury School. There were rumours that members staying in the boys and girls 'dorms' there were sharing the communal showers but everyone concerned remained tight lipped on the subject.

A total of sixty three Tractions converged on the 'Quad' at Haileybury, each parked over a regulation square of carpet to catch the oil drips! Local enthusiasts with classic cars joined us as a result of a *Practical Classics* magazine advertisement, owners contributing to a charity nominated by the school.

Background music was provided by *Transports Longden et cie* while members viewed the cars, picnicked on the lawns or visited the cloisters to examine the



wares of Southbound Trimmers, Classic Restorations, Steam Car Developments, David Conway and the Club Shop. Among the 'non Traction' exhibits attracting considerable attention was Maurice Bailey's superbe 1929 AC4 Parisienne Laundulette Taxi; for those who saw it I can add no more, for those who didn't only another 'superbe'!

On then to the presentation of prizes and Alec Bilney welcomed TOC member No 1, Fred Annells, to assist with the ceremony. In the Concours classes David and Malcolm Boyd collected a bag full of trophies for their roadster and more recent 1956 Normale restoration while Dennis Kallend needed a suitcase to carry off the awards for his 1951 Normale! Judges Dave Hackett and John Ogborne and members present concurred when awarding both 'Best in Show' and 'Peoples Choice' trophies to Derek Fisher, a reward for nine years painstaking work in restoring his 1949 'Slough Six'.

Big smile from Malcolm Saggars who wasn't offended at all when awarded the 'Traction with the least Attraction' trophy for his Diesel powered Light 15. While his vehicle might upset the purist it demonstrates exceptional ingenuity and engineering ability (Reports FP January and May 1999) and how many other Traction have already covered 12,000 miles this year?

Finally, a special presentation to Dennis and Maureen Ryland in recognition of their major contribution to the Club having run the spares service for the past ten years.

...and the casualties? Not a good weekend for Grey Normales.

Our 1948 car, just back on the road after around ten years in a French barn (or is it a 'Gite' now?) was returned home courtesy of RAC Recovery with overheating problems on Friday. Thanks to all who, over the weekend, listened patiently to my description of the symptoms and suggested courses of action. Our problems paled into insignificance however beside those of Dennis and Brenda Kallend whose immaculate, driverless car impaled itself on a campsite tree during engine adjustments on Sunday evening. Emergency repairs by mobile mechanic *par excellence* Peter Simper got them on their way home.

Brilliant rally, thanks to the London Section and to Paul and Pat in particular (only joking about the MG - enjoy!). The only question remaining is 'where to next year?' Watch this space.....



Traction's attract the press

Classic Citroens bring French flair motoring into East Herts for weekend

## The Traction attraction

● **JOB LE TALK** Rally co-organiser Peter Simper, left, and Maurice Bailey, from Orpington, Kent, with his 1929 Citroën AC4 Parisienne Laundulette taxi.

● **MUSIC MAESTRO:** Barrie Longdon aboard a Citroën C22 lorry equipped with a French organ.

● **GALIC CLASSIC:** Steve Southgate, from Welwyn, West Midlands, with his 1953 Citroën Big 6 Roadster.

**T**HE brakes come on, the bonnet comes up and the beret comes out - an air from a bygone age in French motoring rolled into East Herts at the weekend.

A total of 69 classic vehicles pulled up at Hatfield on Sunday for the annual rally of the national Traction Owners Club, a group of motoring enthusiasts who collect French Traction cars.

The rally attracted 150 visitors to the Hertford Heath public school and was the culmination of a weekend programme of events around Hatfield organised by the club.

**Double the fun**

## 1999 Annual Rally Prize List

	WINNER	RUNNER UP
<b>BEST FIRST TIME ENTRANT</b>	Dennis Kallend 1951 Normale (Reg: 69 52 RP 36)	Walter Bennett 1952 118L (Reg: 818 BR 04)
<b>BEST POST - WAR CAR</b>	Dennis Kallend 1951 Normale (Reg: 69 52 RP 36)	Malcolm Boyd 1956 Normale
<b>BEST PRE - WAR CAR</b>	Manny Mottashaw Slough Big 6 (Reg: 15CV)	Steve Reed 1939 Normale
<b>BEST CAR IN SHOW</b>	Derek Fisher 1949 Slough Big 6 (Reg: TSU 228)	Dennis Kallend 1951 Normale (Reg: 69 52 RP 36)
<b>MASTER CLASS</b>	David Boyd 1939 Slough Cabriolet (Reg: GWJ 293)	
<b>PEOPLE'S CHOICE</b>	Derek Fisher 1949 Slough Big 6 (Reg: TSU 228)	
<b>STAN BARKER AWARD FOR TRACTION WITH THE LEAST ATTRACTION</b>	Malcolm Saggars 1954 Light 15 (Reg: SVT 162)	
<b>SPECIAL AWARD</b>	Dennis & Maureen Ryland for 10 years of service to the TOC running the spares service to members	

WINNING UJI PAUL'S FABRIBY MOTOR UNIT 60 Peter Shute helps out one gaffer

## Traction rally to make the French connection

● **GALIC CLASSIC:** The Citroën Traction Avant, which will be on display at Watbury in Hertford Heath on Sunday.

A THIRTY of French style will grace the roads this weekend when a car enthusiast club holds its annual rally.

A bumper year will be expected when the Traction Owners Club, a national group of motoring enthusiasts who collect Citroën Traction cars, make a pit-stop at the annual rally of the club.

The group has organised a weekend of events around Hatfield, culminating in a display at Hatfield's public school, Hertford Heath on Sunday.

Citroën Traction is believed to be the most popular French car in the country, and the club's president, Peter Shute, says: "The French are very keen on their cars and it was first based in 1954 with an engine like, but different in performance. It was produced in both sides of the Channel until 1987."

The Traction Owners Club is meeting for a barbecue tonight before starting on a Friday night in the area around Hatfield.

Members will enjoy a bare drive and drive to Hatfield's town square on the way to Hatfield, and the club will be holding a quiz on the day.

The display will be a Citroën C22 lorry equipped with a French organ and Hatfield's local band will play.

"The annual rally often attracts a crowd of 10 Citroën Traction Owners and this year we expect another good turnout."

"The cars owners travelling from as far away as Yorkshire and the West of Wales and being invited to provide the differing interests of all our family car owners the night."

"It would be great to meet other Citroën vehicle enthusiasts and see looking forward to a great weekend of motoring."

● **Information on the Hatfield rally can be found on page 22.**

### Fair weather crafts!

ORGANISERS of the weekend's craft show at Hatfield Park are not having too much to say about the weather.

The craft show will be a Citroën C22 lorry equipped with a French organ and Hatfield's local band will play.

Crafts on display at Hatfield and Hatfield's craft show will include leatherworkers, potters, jewellers, artists, painters, designers and woodworkers.

Other attractions will include children's games and free entry, and for the children there are puppet shows and story time.

● **Information on the Hatfield rally can be found on page 22.**



# The Seventh Annual Irish Citroën Rally

*Co. Westmeath, 1st August 1999*

Seven up! The Annual Irish Rally continues, and goes from strength to strength. This year it was the turn of the South to entertain the North, and we headed for the starting point of Mullingar, Co. Westmeath, on a bright summer's day. The meeting point was at the Greville Arms Hotel, but parking near the hotel, on the main High Street in Mullingar, proved to be nearly impossible. Citroëns of various sorts were spread throughout the busy town centre - Tractions, DSs, CX, BX, ZX, 2CVs and a GSA were all scattered along a half mile stretch of the High Street. In the Hotel itself there appeared to be a 70's theme disco going on, so we all ended up chatting on the pavement until Con Shivnen, the organiser, decided that it was time to move on to the next stop. Con is one of a few Irish diehards who, for the moment at least, have relinquished Citroën ownership this year. Nevertheless, he was still eager to organise this year's rally, and arrived in his (Citroën) Beetle, complete with giant chevrons on the bonnet!

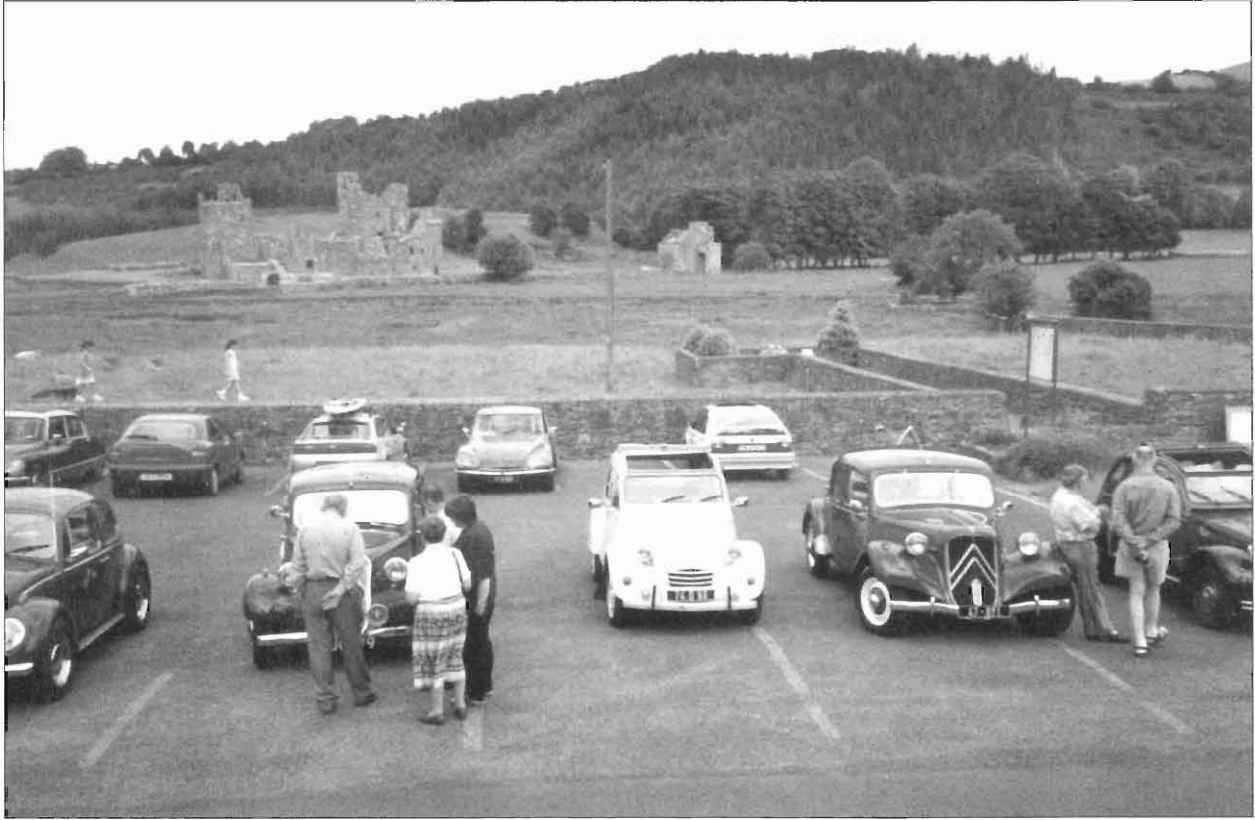
Although we were all given detailed route instructions, indicating all turnings to our next destination to the nearest tenth of a mile, the Northern Irish contingent (all two cars) proceeded to get lost very quickly, the Light Twelve of Norman Moore racing off in the wrong direction. It is very difficult to catch Norman when he has set his mind to driving off; regardless of the age of his car and the road conditions, he tries to average a good sixty m.p.h.. Eventually, however, we found the right route and arrived at the scenic Fore Abbey, and took over the car park there.

For the first time, we could ascertain how many Citroëns had embarked on the rally, and we counted four Traction Avants, five DSs, one GSA, two 2CVs, one CX, one BX and three ZX - a total of seventeen cars. It was nice to see one or two more modern varieties, and quite a few Citroën owners who were experiencing an Irish Rally for the first time. Brian Kelehan rearranged the parking according to

model for the ardent photographers amongst us, prior to our departure to our final stop, Crover House, a large Hotel on the shore of the picturesque Lough Sheelin, Co Cavan. The route there took us through some very pretty areas, although the quality of the road deteriorated rapidly. In the route map we were warned to beware of potholes, and they weren't kidding! At least we all managed to stay in convoy this time!

The dinner at Crover House was enjoyable, and we continued discussion and chat about all things Citroën. It is always encouraging to see the endless enthusiasm of stalwarts such as David Lawrenson and Frank Bergin each August. David's firm, Gallic Distributors, now owns four classic Citroëns of various sorts, and his biggest problem prior to the rally was finding enough drivers to get most of his vehicles there! David did the honours at the prizegiving and presented the Gallic Distributors perpetual trophies. Best overall Classic Citroën went to Roy Hamley from





County Down, a new and very welcome owner, and his 1949 Light Fifteen. Best DS went to Ray Thomas, another new member, and his 1968 ID19. Best runner up Traction went to Norman Moore and his very rare 1938 Light Twelve.

There was much discussion about next year's rally in the North, and it was decided that we should repeat the very successful rally route of the 1996 Rally (organised by Frank Gallagher) around Lower Lough Erne, above Enniskillen, Co. Fermanagh. This will take place on Sunday, 6th August, starting from Enniskillen and taking in Beleek and the stunning view at Lough Navar. It was also suggested that we make a weekend of it, and meet up on Saturday, 5th August, staying at the Manor House Hotel overnight. For those interested in participating for either the weekend or just the Sunday, please contact me on (02897) 528221. All are welcome!

**Michael Wood**



Roy Hamley with his 1949 Light 15 - winner of cup for "Best Overall Classic Citroën"



Norman Moore with his 1938 Light 12 - winner of "Best runner-up Traction Cup"

## Driveshaft + Woodruff Key = Trouble

Can anyone give a reason why Citroën provided a woodruff key on the standard taper fit driveshafts for the Legere/Normales as all the driving force is transmitted via the taper fit between the brakedrum and the stub axle. The woodruff key slot reduces the strength of the stub axle and is a potential source of stress concentration in the heaviest loaded area of the stub axle. The following are problems that commonly occur on the standard axle arrangement:

**1:** if the wrong size woodruff key is fitted it will not allow the two taper surfaces to mate. Not only does this preclude an effective mate between the tapers of the brakedrum and stub axle but more seriously can cause extremely high stress concentrations in the woodruff key slot which will lead to early failure of the stub axle.

**2:** if the hub nut becomes loose and the interference fit of the tapers is lost it only leaves the woodruff key to provide the final drive. It does not take long for the driving forces to shear off the woodruff key and allow the stub axle to turn in the brakedrum which then ruins the taper of the stub axle and the brakedrum.

However if no woodruff key is fitted the taper fit will still drive the car. If the hub nut becomes loose you just lose drive but without the woodruff key there is usually minimal damage to the tapers.

Because of the above it would seem sensible to omit the woodruff key slot from future driveshafts unless of course anyone can come up with a good reason for its retention. Any comments on the above would be welcome to Roger Williams via:

Tel: 01482 863344

Fax: 01482 888619

Email: [rdrw@steam-car-dev.karoo.co.uk](mailto:rdrw@steam-car-dev.karoo.co.uk)

## **to**ctech do it yourself

This issue sees the first of a new series of **to**ctech articles which will always be in the centre four pages. Over the months they will build up into three separate volumes: Maintenance, Modifications and Restoration. You can keep them stitched into Floating Power or remove them to keep them together.

Whether you are a Traction expert or an enthusiastic novice, we hope to bring a series of articles which will appeal to all over time.

Some subjects which we hope to cover in future months include:



### Maintenance

- 600mile/1000km service
- Points adjustment
- Tappet adjustment
- Carburettor service
- Footbrake and handbrake adjustment
- Clutch judder



### Modifications

- 6v to 12v conversion
- Dynamo to alternator
- Adding instruments
- Unleaded conversion



### Restoration

- Brake shoe replacement
- Exhaust replacement
- Suspension adjustment
- Replacing shock absorbers
- Removing dashboards
- Clutch replacement

*This is not an exhaustive list. If you would like to write an article with associated photographs or would like a particular subject covered, please let me know. Ed.*

# Floating Power

**CITROËN**



**toc**tech

volume 1

Maintenance

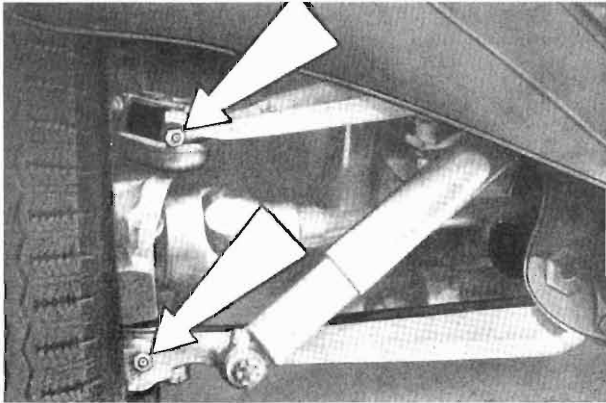
# citroën lubrication

Light 15

Complete and regular greasing and general lubrication is the basis of good maintenance, and the foundation of the efficient running of a car.

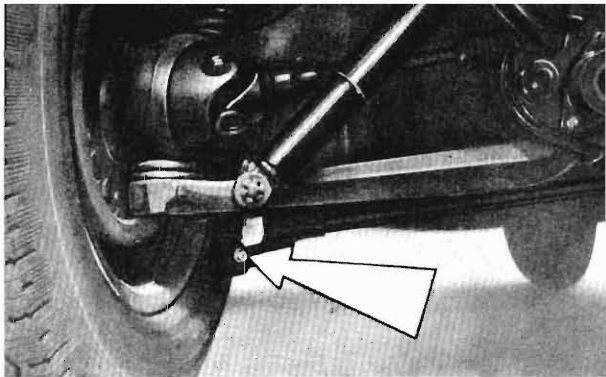
The following comprise the various lubricating operations at 600, 2000, 4000 and 12000 miles.

## every 600 miles



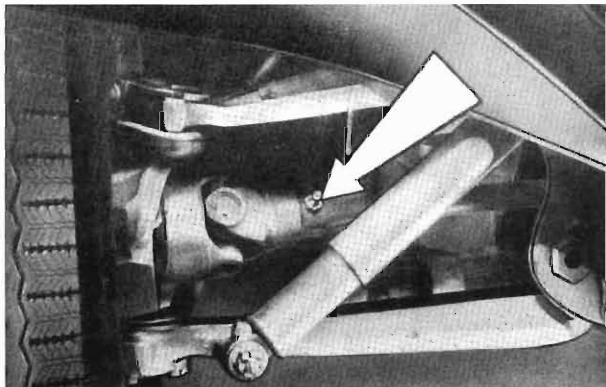
### Ball Joints of Suspension Links

4 greasers - 2 on the left and 2 on the right. Pump in grease until it comes out of the joints.



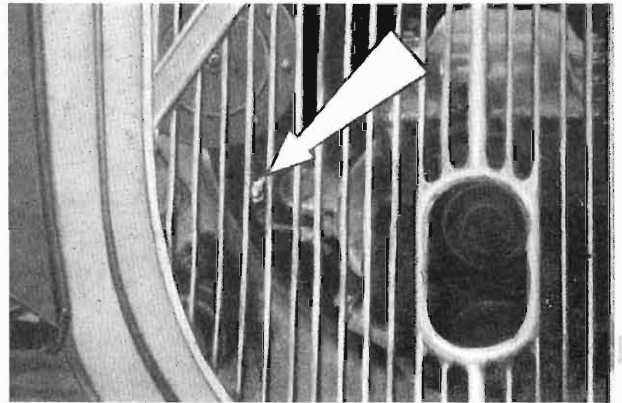
### Ball Joints of Steering Side Rods

2 greasers - one on the left, and one on the right. Pump in grease until it comes out of the joint.



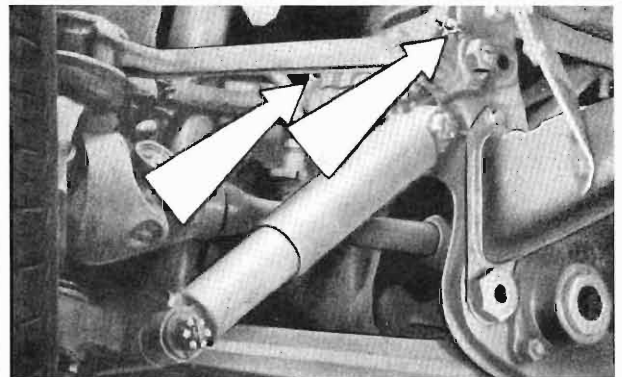
### Outer Universal Joints

2 greasers - one on the left, and one on the right. Pump in grease until resistance is high. Maximum 30 strokes of the grease gun.



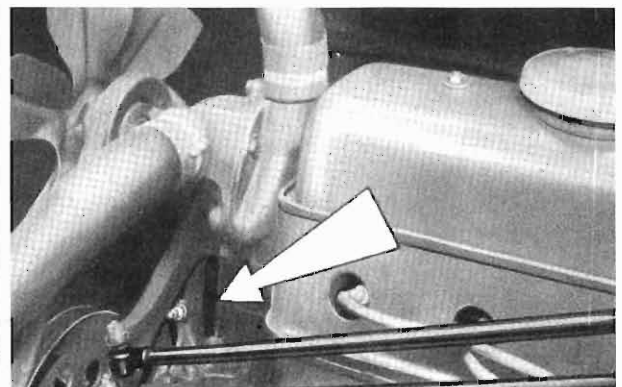
### Driving Shaft Splines

2 greasers - 1 on the left side, 1 on the right. 60 strokes of the grease gun.



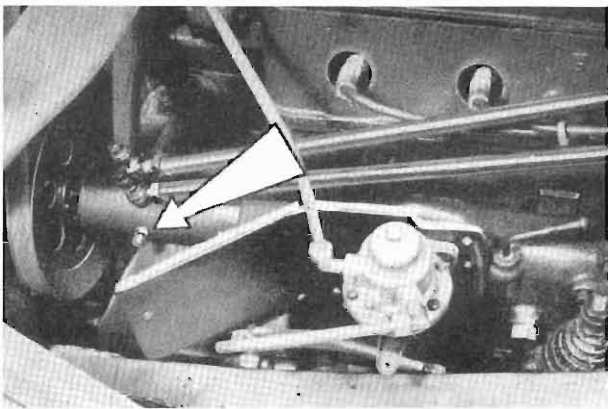
### Top Link Shaft

2 greasers - one on the left, and one on the right. Pump in grease until it exudes from the ends of the bushes.



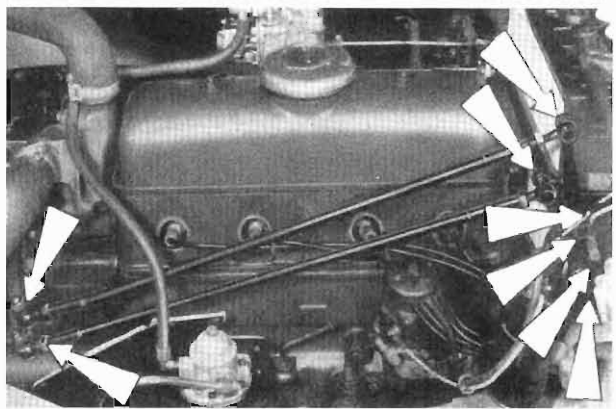
### Change Speed Lever Shaft

Engage 1st gear and pump 10 strokes with the grease gun.



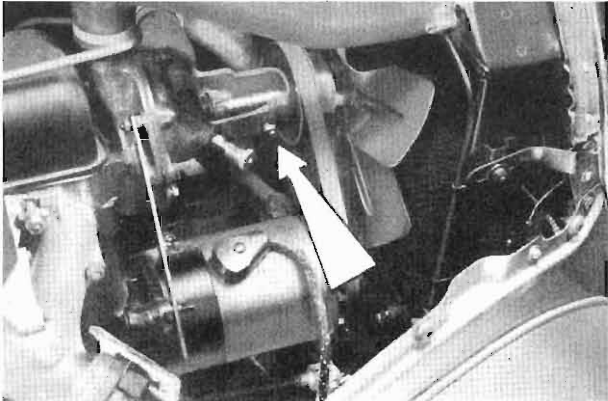
### Dynamo and Fan Driving Shaft

1 greaser. Engage 1st speed and pump 30 strokes with the grease gun.



### Ball Joints on Change Speed Levers

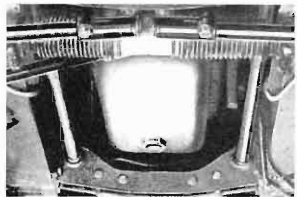
8 points. Give several drops of thin oil.



### Fan Spindle Bearing

1 greaser. Pump until grease exudes from the ends of the bush.

## every 2000 miles



### Sump Drain Plug

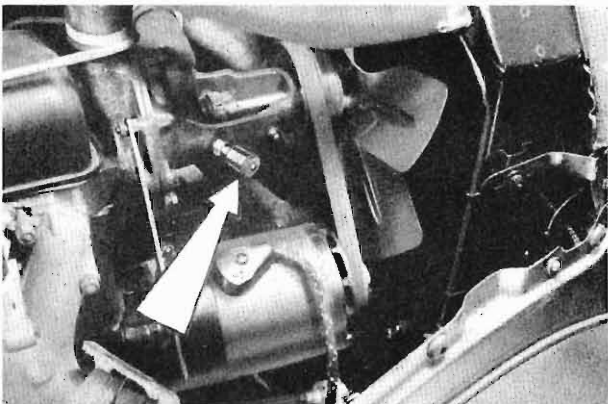
Draining should be done when the engine is warm as the oil will flow more easily. Refill with oil of a recommended grade suitable to local conditions.

Between drainings check the oil level at intervals, making sure

the car stands on a level floor.

Add the required amount of oil when the level is dropping towards the minimum mark. The distance between the minimum and maximum marks corresponds to approximately 2 1/2 pints.

## every 4000 miles



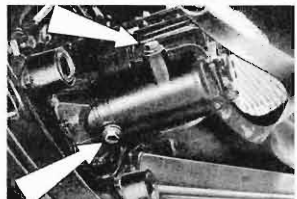
### Water Pump Spindle Bearing

Fill greaser and screw up as required.

### CHECK THE OIL LEVEL IN GEARBOX

Unscrew the filler plug on the right hand side of the gearbox. The oil should just overflow. Should the oil level be low, drain and refill using the correct Hypoid oil. The addition of small quantities or topping up is not recommended.

**DO NOT ADD OIL - ALWAYS DRAIN AND REFILL.**

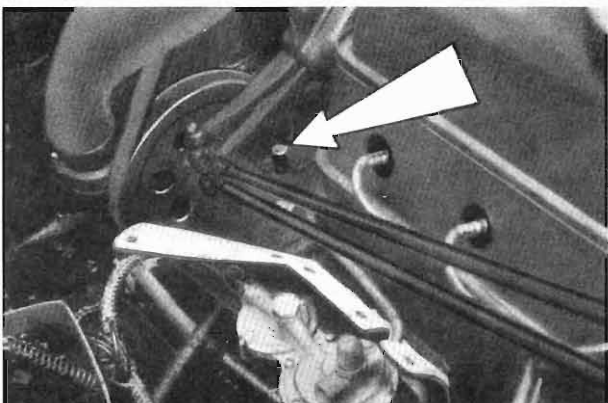


### Filler and Drain Plugs on Gearbox



### Dynamo Bearing

See Lucas instruction book.



### Clutch Thrust Race

1 greaser, several drops of engine oil.



### Distributor Automatic Advance

See Lucas instruction book.

## every 12000 miles or when dismantled

- A. Have the shock absorbers examined.
- B. Have the gearbox drained when warm. Refill with new oil.
- C. Lubricate.
  1. The steering box and the speedometer drive using thick grease as for the drive shafts.
  2. The choke cable with a few drops of thin oil.
  3. The front and rear hubs with the recommended grease.

## SERVICE PERIOD SUMMARY

FREQUENCY	ITEMS REQUIRING ATTENTION
Daily	1
1,000 miles	3-4-5-9-10-11-12-16-18
2,000 miles	1
2,500 miles	8
4,000 miles	2-13-14
12,000 miles	2-6-7-15-17
As required	9

## TYRES

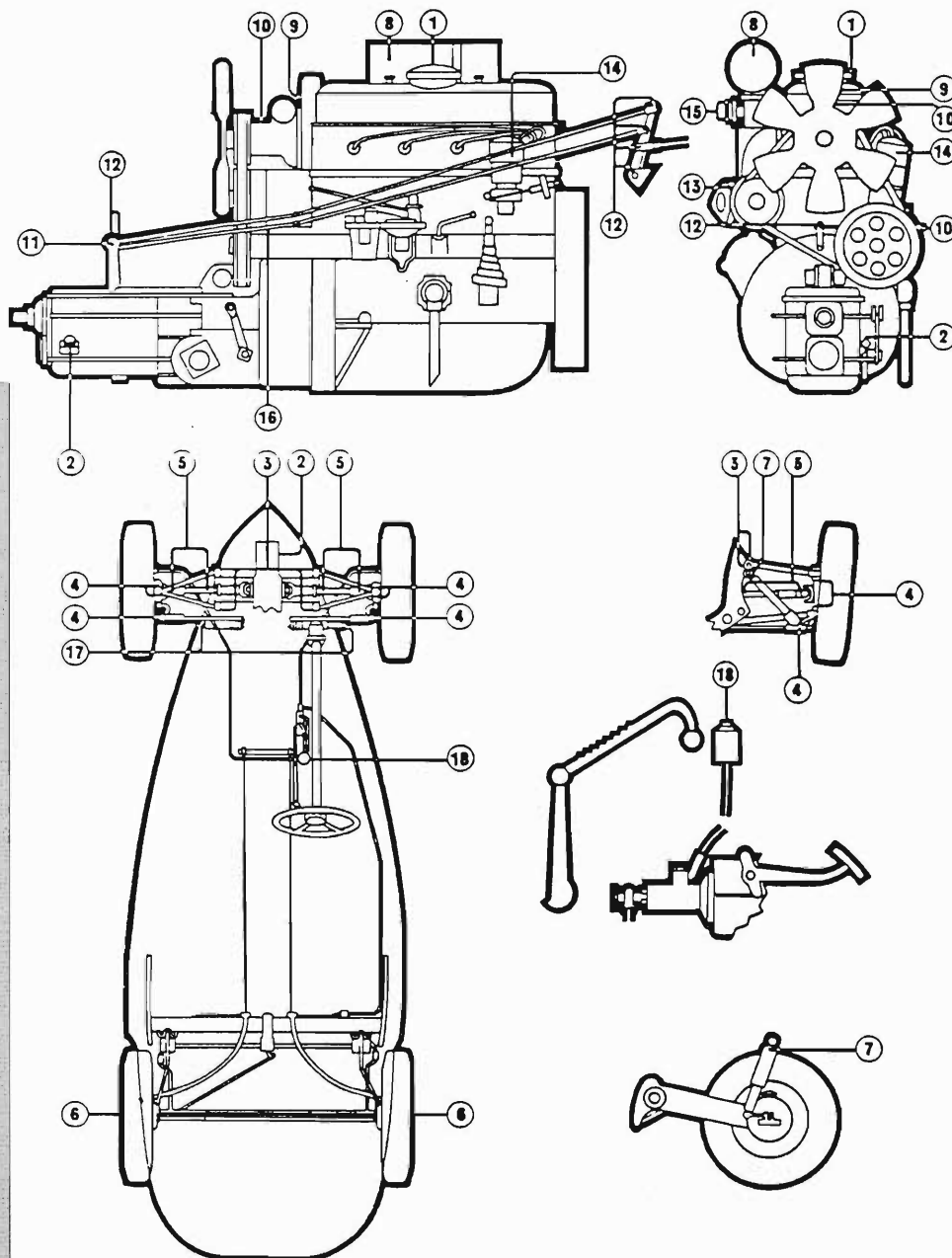
	SIZE (millimetres)	PRESSURES (lb. sq. in.)	
		Front	Rear
Light Fifteen	165 × 400	17	20
Big Fifteen	165 × 400	18	22

## ENGINE ADJUSTMENTS

Valve Clearances—hot	
Inlet	.006"
Exhaust	.008"
Contact Breaker	
Points Gap	.015"
Spark Plug Gap	.025"—.028"

## APPROXIMATE CAPACITIES (Imperial measure)

Cooling System	
Light Fifteen	13½ pints
Big Fifteen	14 pints
Drain taps—Bottom tank, left side cylinder block.	
Fuel Tank	11 galls.



1. Engine
2. Gearbox and Differential
3. Front Suspension Control Arms
4. Steering - Swivel Pins  
- Track Rods
5. Drive Shafts
6. Wheel Bearings
7. Shock Absorbers
8. Air Cleaner
9. Water Pump
10. Fan - Spindle Bearing  
- Drive Shaft Bearing
11. Gear Shift Selector Lever
12. Gear Shift Linkage
13. Dynamo
14. Distributor
15. Carburettor Linkage
16. Clutch Thrust Bearing
17. Steering Gearbox
18. Brake Fluid Supply Tank

2000

July 20 - 24th

**Champagne & Chocolates  
TOC Millennium Tour**

Departing Thursday, July 20th on the morning ferry crossing Dover to Calais we arrive mid-day at Bruges for afternoon Brewery tour. 4\* hotel accommodation with dinner. Breakfast at hotel. Then the morning at leisure with the opportunity for a horse drawn carriage ride before setting off for Rheims. Check in at Hotel L'Assiette Champenoise just outside of Rheims in time for an early evening visit to the Cathedral. Saturday morning at leisure followed by afternoon tour of the Piper Heidsieck champagne cellars. Evening meal and overnight at hotel. Depart after breakfast on Sunday and drive to Le Touquet, (lunch en route), check into Westminster Hotel. Drive to chocolate factory. Evening Gala Dinner at Westminster Hotel. Monday, 24th Breakfast and depart hotel. Ferry crossing Calais - Dover

**PRICE: £420.00 per person  
Extras: £15 per person travel insurance**

We know that this is more than originally estimated and we could have selected normal tourist hotels to keep the price down, however we felt that all would feel this should be a special event in TOC history. We still have a few places left but will be closing bookings on November 24th. Please call Richard and Esther Hooley on 01664 840453 if you wish to come

August 25 - 28th

**Barrie Brick's TOC Annual Millennium Rally**

Fish, chips, mushy peas, black pudding and dirty Lancashire beer. To be held on Friday 25th August to Monday 28th August 2000 (bank holiday weekend).  
*At the Astley Green Colliery Museum near Manchester*  
*All members must book early. Late entries after the closing date will not be accepted by order of Barrie Brick. Camping and hotel facilities are available next to the site. Ring me for details on Tel: 01565 873092 or 07803 612999.*

August 2000

**Citroën Car Club Rear Drive Register**

Proposed trip to France, late summer 2000, to visit Depanato at Nogent le Retrou.  
*It is proposed that a visit be organised towards the end of August 2000 for those CCC and TOC members having, or having an interest in, rear drive Citroëns. Travelling in a rear drive model is not mandatory but the schedule of the visit will be organised with these cars in mind. As yet there is not an itinerary, nor any costings, but both will be based on travelling to Nogent le Retrou, a visit to Depanato and staying at Campanille hotels which offer good accommodation and cuisine at budget prices.*  
*In the first instance send a large SAE to:  
John Potter, 88 Norwich Road, Costessy, Norwich, Norfolk, NR5 0EG.*

## TOC Rules OK!

Enclosed with this issue of Floating Power you will find your new "blue" copy of the revised Club Handbook. This replaces the old grey and yellow cover issues and has been produced to eliminate the anomalies which had crept in over past years

## Wedding car list

We have received several enquiries on the Helpline from people wishing to book Tractions for Wedding Cars. We are therefore compiling a list of such members using their cars as Wedding cars in order to be able to pass on phone numbers in the region of the enquirer. Could all members wishing to go on the Register please ring or fax me on the helpline number giving details of their car, colour, model etc. and areas that they are able to cover.

Phone/fax: Helpline - 08700 122002.  
Mick and Moira Holmes.

## TOC Millennium Calendar

A milestone in history. Not just the turn of the century but the turn of a millennium. To celebrate this momentous event we plan to publish a TOC Calendar in the next issue of Floating Power. Please send in your favourite photograph so we can choose a selection to be featured. We want to cover all models if we can and the sharpest, examples possible are needed to ensure the best possible reproduction. Please send your entries to:  
*Richard Hooley, Grooms Lodge, The Paddocks, Thorpe Satchville, Leicestershire, LE14 2DQ* to arrive by December 1st. Please sticker your name and address to the back of the photo and it will be returned after use.

**tocmillennium2000**

							january		
M	T	W	T	F	S	S			
					1	2			
3	4	5	6	7	8	9			
10	11	12	13	14	15	16			
17	18	19	20	21	22	23			
24	25	26	27	28	29	30			
31									



All steamed up at Portsmouth

# Le 15 eme rallye annuel tour de Bretagne

Frank Bell

Yes we did it again. Le 15 eme rallye annuel tour de Bretagne and the 6 eme. Nadine and I have enjoyed. Each tour is different, all outstanding, with this tour characterised by having a maritime flavour. A cruise around the Golfe du Morbihan, also for a visit around a deep sea port and fishing trawler, not to mention all that sea food to eat.

The maritime connection got off to an outstanding start on Portsmouth harbour docks. Seven Tractors pulled up, then the spectacular arrival of the eighth! Pat and Paul De Felice. Rewinding the engine Paul pulled alongside us: then like the cloven footed mestophilies he explosively engulfed us in a great cloud of steam. A hose in Paul's car's overheated engine had burst causing steam and boiling water to be evacuated at high speed.

They certainly arrived in style. A broken accelerator spring; Pat getting her leg over; yes please; Paul said it was to operate the clutch; what a smoothy, kept their car running to reach Portsmouth. The rest of the time Paul said he was working the brakes and accelerator in reverse mode; he said it was just for the traction. Well! One of the things I most admire about Tractorists is their resourcefulness. Terence produced a replacement accelerator spring, Portsmouth Harbour Authority produced

fresh water for Paul's cooling system; I watched; and in 20 minutes from what I had judged to be a total disaster we all sailed away serenely to France in high confidence for a trouble free tour. Dinner on board the ferry was stunning. "Bon appetit". My personal weakness for smoked salmon and oysters is well known. Tummy happy, buzz with white wine, hit the cabin bed. zzz.

Petit dejeuner in St. Malo and then the drive across Brittany, about 200 km, to the camp site, "Camping du Bohat" at Sarzeau in western Brittany. Enroute a lunch stop in delightful rural France just north of Lorient. Hospitality courtesy Barrie's daughter Janet at their Gite complex. As anticipated on arrival at our camp site we met many friends and enjoyed an evening barbecue with Mick, Moira and others. This was the eve of Bastille day and late night fireworks were in evidence in the local town

Wednesday 14 eme July. First day of the rally and a slightly unusual start for a car rally. We were taken by coach, yes coach, to Port Navalo, about 5 km away. We embarked on a boat for an hour's cruise across the Golfe du Morbihan and landed on the Ile aux Moines ( Monks Island). Fine weather allowed some Tractorists to hire bicycles and cycle around the island, others walked and picnicked, (in the local

cafes and bars).

Back in Sarzeau an evening meal was provided, Breton style, in the middle of the camp site. "Dinner champetre", literally a country meal. To me it was hog roast with lots of wine. Good food and good company.

Because it was such a mild evening, entertainment, together with the Breton music and dancing, was *al fresco*. Two musicians playing what to me looked and sounded like a flute and bagpipes, for a "Fest Noz"; this is traditional Breton dance. I wish I knew more about music, it sounded good and all involved were entertained. Head on pillow in bed. zzz

Bright eyed next day struck camp in preparation for the 130 km drive to Concarneau. There was the usual digression enroute for tanks and tummies and "le shopping", but we arrived at the camp site on time. Yes! On time! This rally was characterised by running on time! Even after consultation with others, very often I didn't know where I was going, but I always did it on time. Well Breton time!.

Concarneau is the 3 eme biggest fishing port in France but highly attractive with recreation et des plages together with a friendly tourist atmosphere. Dinner that night was at restaurant "La Coquille"



As form dictates on these rally dinners food was outstanding: seafood, seafood and seafood was on the menu. For those with a more discerning pallet they could have chosen platter de la mer. I like seafood! It was a stunning evening ; and of course washed down with copious quantities of wine. Entertainment was equally stunning with Julie giving a spell-binding performance of "Big Spender", unaccompanied except by her own voice and talent. The Bretons enacted "Phantom of the Opera" to wild applause by all. Return to tent in anticipation of a gentle start to Thursday. zzz

Did I say gentle start! Thursday is market day in Concarneau. Eight acres ( sorry, four hectares) of 400 market stalls close to the sea front. You could have bought almost anything there - so long as it was a blue and white hooped tee shirt, a roast chicken, onions, cheese or a string of garlic, and of course, sea food. Yes, I think you will, understand the flavour (sic) of a Breton market. Yes; I do have the tee shirt to prove it.

Après midi. A guided tour of the port in finest detail. So how many tons ( sorry tonnes ) of ice could you use in a day to keep a fish cold: and do "Otter Boards" catch otters? I was interested in the tour but I thought some of the ladies didn't concentrate enough. I was impressed with the control room of the trawler we visited. It had more electronics than my study at home. I have just counted, I have seven computers and very sensitive radio equipment; okay it's my hobby, but the trawler's control room/bridge made me look like a beginner. No wonder the French sweep the seas clean of fish. If anybody wants to buy me a present, an echo sounder and a GPS would a least get me on level terms with French fishermen.

Evening; back to "La Coquille" for dinner. Now Nadine can be bit a pushy sometimes and had previously said to Steve Southgate: "I would like to drive your roadster please". Steve to his great credit said; "Okay, drive it down to the restaurant tonight". She did! She didn't put a wheel or gear wrong. What almost nobody knows is that Nadine, a diminutive 5 ft tall, (sorry 152cm) sitting on a cushion, in 1960, first learned to drive in my Slough built, ( wish I had it now ), big six. Thirty nine years rolled back: a rev of a three litre engine, a bit of style, a lot of posing not to mention tooting brought us from "le camp site" to "La Coquille". Only the deaf and blind would have missed our, et al, drive through Concarneau that night.

Après dinner entertainment: thanks to Julie for the encore: not to mention our return ride to the camp in the back of the



The Maritime Connection



Le Shopping

roadster, loved it: was provided by the British Tractionists. A brilliant performance of River Dance of Michael Flatley fame. I think choreographed by Pearl and Pat not to mention the other Tractionists who insisted on their input. Costumes courtesy Pat. Rehearsed on the camp site and executed in the entertaining style you would expect of mature sensitive adults. Sorry, I thought we were talking about Tractionists here! Back at camp late night partying. zzz.

The final day, Saturday. Drive from Concarneau to Rennes. Stop for tummies and tanks of course. Okay; a summer Saturday (sorry, samedi ) is a good day for a wedding. But what's the chance of turning up in a small rural village in central Brittany with a convoy of thirty Tractionists to meet a wedding party where the bride has just been taken to church in a Traction? Small! But we did it! Bride ecstatic, and photo opportunities for all. The bride's posy given to who? Yes you got it; to Julie. Your wedding next. Picnic lunch in a delightful park at Merdrignac. Then the convoy entry into the centre of Rennes. Of course no flags, tooting, waving or being conspicuous here, a big Breton city deserves more respect; or does it?

The farewell meeting, presentations, not to mention more "pot de l'amitie", those friendship drinks, took us to mid evening. At this time I was a little reflective. There were good friends missing. Stan and

Barbara have both died in the past few months and I missed them. Although I hope the TOC and the Brittany rally will continue to flourish, there was a touch of sadness in my heart that two good friends were no longer there with us to share the enjoyment of the rally.

"Groupe d'ambinnace" provided music for us to dance the last night away. We did! Hotel this time, walking distance. zzz

Weather perfect throughout. No statistics but I think there were twenty TOC Tractionists and about the same number from Brittany. Youngest Tractionette, Madeline, nine months old. Pam and Peter's daughter. Les there also. Yes all from Australia. How far would you travel for a Traction rally? Half way round the world? Yes. There is a invitation for TOC to go to an Australian rally!

Thanks must go to Martin Nicholson, also Mick and Moira Holmes, who I think were the interface between the eponymous Patrice; Club des Tractionists Avant de Bretagne, and TOC: also to all those friends without whom the 15 eme rallye annuel tour de Bretagne would not have been such an outstanding success.

Next year's rally will be slightly different as it is to be combined with a wider Traction; "Tour de France"; but in whatever form I look forward to the 16 eme rallye annuel tour de Bretagne, and more sea food please.

TOC phone home





## Scottish section

An excellent turnout of Tractions were present at CCC's Scottish Rally at Doune at the end of July, where Kenny Cocker, Andy Burnett and Mick Holmes all collected trophies. After several years hard work, Frank Grant had completed a fine restoration to add to the growing number of active cars in Scotland, and Davie Williamson showed on a trailer, his progress on a roadster conversion, which could also be on the road soon. We were pleased to see John Savelli able to attend after recent illness, although in a DS, while D&T brought one of the Tractions.

## Lakes & Borders section

By popular demand, Lakes & Border section are arranging another Lakeland Rally to held over the Bank holiday weekend, 27 - 29 May 2000.

Based at Castlerigg, Keswick, TOC members can be assured a warm welcome, stunning scenery and a fun packed weekend. For details send a large SAE (52p) to Malcolm Bobbitt, address as shown in section contacts.

Join Lakes & Border section for lunch at The Swan, Grasmere, Cumbria (amidst the heart of Lakeland) on January 15th 2000. Meet in the car park from 11.30.

## Welsh Borders section

Saturday 7th August a small group of Borderers assembled at Lower Nash Farmhouse for Boules. Anne & Roland Kirk's invitation to Boules and Barbecue was worth waiting for. Three giant old French front wheel drive cars looked on as teams of two battled it out under leadened skies, Roland's home made cider loosened reserve and everyone enjoyed the day. We were in the company of three young french people who were brought along by Judith & Alan Kenbury, adding Gallic sounds authenticating this splendid game! The same adjective describes the meal that followed, it truly was splendid. Many thanks go to Anne & Roland. Our next event will be a pub lunch date not yet decided, probably in November.

Happy Motoring  
John Worthing

## Mid-Shires section

There will be no meeting in November and the next one to look forward to is the 3rd Annual Christmas Lunch on Sunday 12th December. Contact Helen on 0116 220 1095.

We will start the Millennium with a planning meeting on Sunday 9th January 2000 at the Queens Head, Billesdon just off the A47 east of Leicester. We already have a few things planned but need your suggestions too.

Full details will be in the November Mid-Shires Newsletter.

## West section

The planned picnic at Longleat House in August was unfortunately rained off, but this will no doubt be resurrected for next summer. We managed to pick the wettest day in August. However, later in August thanks to a tip-off from Mick and Moria Holmes, we gate crashed the "French Car Day" at the Haynes Motor Museum, organised by a certain French car manufacturer beginning with 'R'. The highlight of the afternoon was the opportunity to do a timed circuit of the race track set out as an obstacle course. You must ask Terance McCauley who set the fastest time of the Tractions!

We had an excellent turn-out in September when we flew the Traction flag at the Tredegar House Vintage and Specialist Car Rally. This annual event in aid of Luekaemia Research is a massive affair which involves, in addition to cars, motor cycles, military and commercial vehicle and steam engines. However, despite the hundreds of cars present we were the only Citroën representatives apart from a 2CV and a Lomax. Well done to Tony Malyon for introducing us to this event and for providing the gazebo that enabled us to remain mostly dry on what was a rather showery day. Somehow, Derek Fisher's Slough 6 still managed to look good even though it was plastered in mud! The October meeting will be a straightforward pub meeting at the White Hart, Littleton-on-Severn on October 10th. Meetings will then break for November and December, although there has been some discussion about a Christmas lunch - and we will start again in January with ideas for the new millennium.

## Eastern section

The South East section is a very active section. For details of year 2000 events including our trip to Retromobil Paris in February, pleas contact me or Tony Lotchford on his phone/fax 01245 328009

## South West section

Due to pressure of work and family commitments, unfortunately Walford Bruen can no longer be the local contact for the South West. We are now currently seeking any volunteers to carry on Walfords work. Contact Walford Bruen on 01548 810655

## Hants, Surrey & Sussex Borders section

For the time being, due to illness, Steve Reed is the contact for this area. PS. Steve is also the holder of this sections clubs tools.  
Tel: daytime 0860 719098  
Evenings & answerphone: 01730 821792  
Fax: 01730 821115

# Registration Letters

*David A De Saxe explains the source of registration marks*



**The letter from Robin and Sue Dyke in the July 1999 edition of "Floating Power" generated a list of current English, Welsh and Scottish vehicle registration letter combinations together with their issuing authorities. This list is handy but not necessarily valid for those of us whose Slough-built Tractions retain their original registrations. Since 1964, when local Government received a shake-up, there have been a number of changes in vehicle licensing authorities and many current index marks (as registration numbers are officially termed) bear no relation to those licensing authorities to which they were originally allocated. So only if your Traction was recently registered in England, Wales or Scotland, will the list published be valid.**

Local authorities were originally either County Councils or County Borough (Burgh in Scotland) Councils. These Councils were allocated identifying index marks, originally single letters and later two letters. Then, when (xx)-9999 had been issued it was necessary to prefix the two letters with a third in alphabetical sequence, eg., when Great Yarmouth County Borough Council, which had been allocated the letters EX, had registered EX-9999, AEX 1 to AEX 999 were issued followed by BEX 1 to BEX 999, and so on.

Because of the large number of County and County Borough authorities, the provenance of a particular vehicle could be determined with some precision. However, that was to change on the second and subsequent occasions when the Government messed with the local authority licensing. Some counties had their licensing and registration departments closed and County Boroughs no longer existed. Certain "principal regional towns" were given the job, resulting in fewer authorities issuing distinguishing index marks for motor vehicles. For example, Warwickshire and a host of Black Country County Boroughs lost their identities, falling with the City of Birmingham into the amorphous anonymity of the "West Midlands conurbation". Thus we lost separate registration marks for Wolverhampton (DA, JW and UK), West Bromwich (EA) and Walsall (DH). On the other hand, Stoke-on-Trent which, as an average sized County Borough had issued the letters EH and VT, now had the additional privilege of issuing the letters of the defunct licensing authorities of Staffordshire and Burton-on-Trent - RE, RF, BF and FA. (BF, incidentally, was never issued as a combination on its own because of its derogatory implication. Other two and three letter combinations never appeared, eg, GOD. You may imagine others which would have proved unacceptable and which were never issued. There were few other anomalies, although GPO, which would normally have been issued by West Sussex County Council, was allocated to the Post Office for use on their vehicles.

In the examples given by Robin and Sue Dyke, OBH 845 would have been issued by the Buckinghamshire County Council and registered at Buckingham, not at Luton. Buckinghamshire was one of the county authorities which "lost" its index-mark issuing identity (BH, KX AND PP combinations) and, along with

Hertfordshire and Bedfordshire, had its distinguishing registration letters reallocated to the "principal regional town" of Luton. It is of interest that Slough lies in the county of Buckinghamshire, and it is not impossible that the Dykes' first Light 15 was a works-registered car.

All new cars sold in London were registered and licensed at County Hall (although if a London dealer had a depot in a county or borough outside the L.C.C. area eg, in Middlesex, Croydon, East Ham or West Ham, it was possible for the car to bear an index mark of one of those authorities). There was no regionalisation of the London County Council, so it is not strictly correct to state that the Dykes' current Traction, NYM 200, was a "Central" London number.

It seems a shame that, following the various licensing authority changes, the transfer of registration marks was so apparently haphazard. Why, for example, should Scottish marks VS (Greenock), WS (Edinburgh) and YJ (Dundee) be reissued to Luton, Bristol and Brighton respectively? YJ is an interesting mark, as it was issued as an "Age-related" registration (see later) for period vehicles at the same time as being re-issued as a Brighton combination.

The original London marks X- have been withdrawn, but not before being reissued for a short period to new and briefly-existing County Boroughs such as Solihull and Luton. A post - 1963 Solihull - XC registration is rare - but you won't find it as originally registered to a Traction!

Finally, beware of the "age-related" registrations issued nowadays by the DVLA. These are previously allocated but unused Scottish index marks which, since they were never issued, cannot in any way be said to be "age-related". To what age do they relate? My suggestion is that if you have imported a Traction or have rebuilt one that has lost its original registration and want to give it a number appropriate to its age, you should purchase an old transferable registration which was current in the year when your car would have been first registered. You could choose any of the original licensing authority index marks - the less desirable to today's personalised number plate freak the cheaper, of course. For example, a 1952 model might have borne the London registration MXF 872. It is doubtful that such a number would attract much money, but it would be perfect for a Traction of that date.

My own Traction was originally registered by Kent County Council. Its index letters are now issued by Maidstone which, as the original administrative county town of Kent, actually issued the registration in 1950. So, despite all the changes I've referred to, some at least stay the same!


If any member would like to identify the provenance of a car bearing its original British or Irish registration, it goes without saying that I should be delighted to supply the information.

*David A De Saxe. Telephone 01672 520975*

# A warm welcome

The TOC extends a warm welcome to the following new members and hope to meet you soon at our events

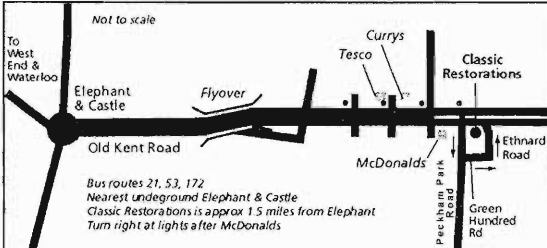
- 1611 D.E. Hewitt, Nth Somersset
- 1612 R. Briggs, Blackmore End, Essex
- 1613 R. Shaw & T. Bradley, Wendover, Bucks
- 1614 L. Scott, Cashel, Co Tipperary
- 1615 D.M. Williamson, Kinnesswood, Kinross
- 1616 L.W. Mills, Kirby Muxloe, Leics.
- 1617 J.A. Geddes, Blythe, Northumberland
- 1618 P.B. Stevens, Ipswich, Suffolk
- 1619 S. Boyle, Skelmorlie, Ayrshire
- 1620 S.T. Crewe, Plymouth, Devon
- 1621 G.N. Wilson, Widnes, Cheshire
- 1622 C. Bailey, Loughton, Essex



## 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 Tractions - 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.



Not to scale

To West End & Waterloo

Elephant & Castle

Flyover

Currys

Tesco

McDonalds

Classic Restorations

Ethnard Road

Peckham Park Road

Green Hundred Rd

Old Kent Road

Bus routes 21, 53, 172

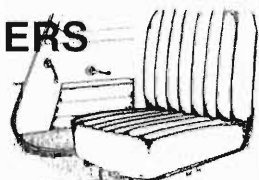
Nearest Underground Elephant & Castle

Classic Restorations is approx 1.5 miles from Elephant

Turn right at lights after McDonalds


**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

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



# 01264 810 080



# tocshop



- Ties Traction Design (Green or Blue)      £8.00
- Plaque Agence Citroën      £18.00
- Traction Thermometer      £33.00

ITEM	PRICE £ sterling
Bumper/Grille Badges	£16.00
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 Shirt TOC Motif (S. M. L. XL.)	£14.00
Sweat Shirt TOC Motif (S. M. L. XL.)	£15.00
Tee Shirt TOC Print (S. M.)	£6.00
Tee Shirt TOC Print (L.XL.)	£7.00

**MODEL**  
Autosculpt Traction (pewter like finish)      £4.50

A range of hand made Hallmarked Silver Items. Silhouette Tractions large or small boot as tie pins, brooches, or pair 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.

**POSTAGE & PACKING**

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

Please send orders to:  
**KEITH FEAZEY**  
21 Paris Avenue Westlands  
Newcastle-under-Lyme Staffordshire ST5 2RQ  
Tel/fax: 01782 618497

Dear Richard,

As the owner of what I believe to be the earliest RHD Traction, a Type 7A, built by Citroën at Brook Green in Hammersmith in 1934, I wonder if any members have any information on the car. The registration number is WP 7320 and it was last taxed for road use in 1970.

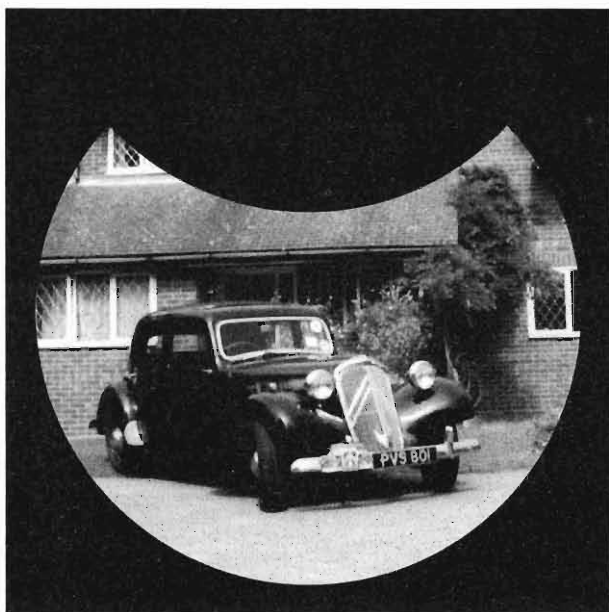
I bought the car in Walthamstow, London from the chap who had owned it since the forties. He had used it regularly until 1970 when it was taken off the road due to inconveniences such as stricter MOT test and his health.

The car was derelict when I bought it, but it was a very exciting find. My intention was to have it ready for its 50th anniversary, (yes, that was 1984), but that deadline was missed although it was the car shown in May, (the launch month) of the calendar produced for the event.

Time, however, seems to have speeded up, the car is now sixty five years old but is now in better shape than me physically, it should really be finished but...

I would be most grateful if any member could supply me with any information relating to the car especially its early pre-war period.

Bryn Hughes  
Kempston, Beds.



Dear Richard,

You Can't Eclipse a Traction.

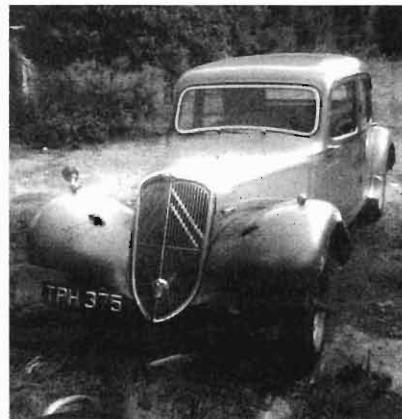
I thought you might be interested in the photograph I took on 11th. August 1999. Yes eclipse day! I took the photograph at 11.13 am BST from my house in Surrey. We did not experience totality but did benefit from fairly clear skies so had a good view of the eclipse. It just so happened that at the time our Traction was parked at the front of the house. No; we weren't posing; everybody knows us better than that; but it did go through my mind a photo call might be cute. Here in Surrey we had 97 % occultation of the sun, a few gusty winds and a sharp drop in temperature but there was still an erie light casting shadows, enough to take a photograph. So I did. For those interested in the technicalities: a Minolta X300 camera, film 100 ASA, stop f 5.6, exposure 1/15 th seconds and sorry about the hand shake. In the two minutes between the idea and execution, I didn't have time to get out the tripod.

Regards

Frank Bell  
Godalming, Surrey

Dear Richard,

I bought a copy of John Reynolds new book recently and was struck by the amount of statistical information it contained. I've been a bit of a sucker for lists and records so it was sort of a personal moment for me in June of this year when I chalked up thirty years of ownership of my own Light 15.



I acquired TPH 375 from a garage forecourt in Bath 1969, in the days when I was an impoverished student. Now here we are, after all these years, several restoration attempts and one major rebuild later, (the car that is - not me!) both still together. Funnily enough, I still seem to be impoverished as well.

I don't suppose I've set any records here but I bet there aren't many of us (left!) who have stayed true to the same motor for three decades!

Regards

Nigel Webb  
Glastonbury, Somerset

Dear Richard,

I would like to add to Chris Ryle's article in the May issue of Floating Power.

Firstly, some further information regarding the coupé BBC 866. The man in question was John Ward of Bromsgrove, who approached me during a meeting at Beaulieu about 1972. He said, "I had a coupé the same as this but my brother badgered me to sell it to him, and within some eighteen months it finished up in a breaker's yard". Interestingly, he was then driving a car called the "Bullitt", one of three prototypes built by Triumph Cars known as TRX. The story he told was that he saw it under some sheets in their works, purchased it and rebuilt it. It had special features such as seats, hood and headlamp covers operated by hydraulics. I would imagine he never sold it.

Now a correction concerning Chris's comment about the TWO Slough built coupés. O.D. Serres book show photographs of two cars, one is ENE 442 (my car) and the other one is a New Zealand car.

In England there are three coupés; one is owned by Dave Shepherd, one is owned by John Savelli in Scotland and one is owned by me. There are TWO in Sydney, Australia, both from New Zealand and owned by John Vanechop a Citroën Repairer. One is the famous and well-document car, a 1936-37 model, that once was owned by Flora Smith from New Zealand, until she died in 1980.

Now a short history on the roadster GRB 911. It was owned by a student who'd bought it from David Hamilton near Bristol, and first came to me for repair in the mid '70s. After I had rebuilt the engine twice and it needed doing a third time, his father was fed up with paying the bills so it was offered to me at £500. However, it ended up in a Dutch auction, and was sold to New Zealander Peter Stamm. Later it was sold as a basket case to one-time member John Watson who did some work on it, and then to John Braithwaite, who has owned it since.

Over the years I have been offered eight or ten roadsters, even the one Marcus Lasance is now in possession of. Good luck Marcus, but get the historical facts right. For many reasons though mainly for lack of cash - you need it to restore one, I've usually declined! Not always, however, and at one time I had three roadsters plus the coupé. The rarest was the Slough-built Big 15 roadster or Normale, on which I spent a fortune to save it.

Regards

Fred Annells

# tocclassifieds

## NOTICE CONCERNING ADVERTISING

### RATE CARD

Charges for advertising in *Floating Power* TOC members advertising Tractions or other Citroën related items: no charge. Non-members and traders doing the same, £12 per issue.

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

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

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

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

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

## CARS FOR SALE

**1948 15-Six, Paris built.** Discovered in France in 1982, forlorn but totally unmolested and rust-free, having been dry-stored since death of the first owner in the early 1950's. Hence only 88000 kms from new.

Sympathetically restored in the early 1980's including black paintwork, chrome, wiring, electrical components, gearbox (with all new bearings), front axle and cylinder head. Interior partly renewed but the original seat material, having lived under fitted covers, remains excellent.

I believe every panel and component has been on the car since it left the factory, apart from cream Pilote wheels and the twin SU carbs, which were fitted four years ago using period SU parts and conversion diagrams. Original wheels and carbs. available. The car still has a unique(?) key-operated anti-theft system fitted when new plus, spare key!

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

Phone Steve Kemp on 0116 259 7309 or fax on 0116 259 7310

**1954 BIG BOOT 11BL LEGERE,** Paris built lhd. MOT & Taxed. Full Body paint job 6 years ago. Excellent condition & in good running order. Lots of original memorabilia. Featured in FP 1988. **£6,500.**  
Robin Davison 01705 466434

**Car of the Millennium?** A once in a lifetime opportunity to purchase a unique piece of Citroën Traction history.

1934 RHD Type 7A built in Hammersmith, many new, original parts and a large quantity of spare parts for this pre 1935 model. Original registration, (WP 7320) with V5 document and last tax disc, (1970) with the car. For full details ring Bryn Hughes on 01234 840467.



**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>> woollen cloth. French registration number. Manual repair in french. For more details phone 01789 205 380 evenings £7500.

**1939 Light 15 Slough built RHD.** A unique and rare car which has been restored and well maintained. Recent interior, brakes, clutch and driveshafts. Colour: grey with black wings. Very sound and reliable car, dry storage. Work commitments means I can't give her the care she needs. **£5000.** Any reasonable offer accepted.

Fraser Kennedy on 01252 687687 evenings (Hampshire/Surrey border)

### UNIQUE OPPORTUNITY:

A chance to purchase and complete my **1935 Slough built Super Modern Big 15 RHD.** Half restored. Original registration RV 6818. Oldest Normale in Club. All parts available. Genuine buyers and offers. Please contact me for full details. Bryn Leonard, 01884 820799

**1948 Slough built Light 15.** This is Stan Barker's car and being sold by the estate. Dark blue with recent partial respray and upgrading of interior trim. Car is believed to have a minor mechanical engine problem but up to the prospective purchaser to establish. The car is offered for **£3,750 o.n.o.** and will go to the highest offer. Garaged and situated in Broadstairs, Kent, to view, you should contact the trustee.

Simon Malony on 01843 865755

**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

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

**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 **£5,150** 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.



**1955 Onze Normale,** Black. Older restoration with original features. Unusual Aluminium embellishments. S/Steel exhaust, Roger Williams clutch. To be sold with new battery & MOT. Some spares available. Nice documentation. House move forces sale. **£5,500.**  
Andrew Watson (Chelmsford).  
Tel. 01245 358210 evenings or Email arw1612@aol.com

**11C Commerciale, 1956.** Original rust-free bodywork, rebuilt engine, front suspension, carburettor etc. New driveshafts, 12v electric's with alternator. **£8,000** ono. Tel 01934-843 903, Somerset

**Citroën Type 23 Truck, 1951,** with tipper body. Fully restored by Dennis Ryland. Excellent condition. **£5,500.**  
Tel. Mike Davis 01453 833900 (Glos)

**Citroën Acadianne.** Y Reg. Beige. Excellent condition. Very reluctant sale. Owned from new and regularly serviced. Contact Carole Green 0121-783 8485 or 0121-706 4933

**1954 Paris 11BL.** R.A.F. blue 110 moteor 12 volt electric's with sensible extras. Good all round cond. Tax Tested etc. **£5,500 o.n.o.**  
Phone 01209 820354 eve or w/ends

**C4 Pickup, 1930.** Some restoration done, more needed. Drives. £2000 o.n.o. Johnson, Gloucester. Tel: 01452 617761

## 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

**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)

**Paris-built small boot Normale**, in good condition with current MOT.  
Please contact 0181-761 8926

Wanted a set of **five french wheels for an Onze Legere**. Either perfect, or ready for repainting. Pref pale primrose or black. To replace mine submitted to a London paint shop last October and unheard of since. Also needed a replacement engine. Tel. **Derek Steele** 01905 22171

## PARTS FOR SALE

**For Sale** - Full set of Perfo 11 Engine gaskets, 3 Pilote wheels, sun visors (plexiglass), window conduit lining and other rubbers, French door mirror - all new. Also secondhand starter and alternator, and 85 Floating Power magazines.  
Tel **Michael Wood** on (01365) 325847

**Many Traction parts available** - what do you need for that rebuild??  
**David Boyd** 01527 892134

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

"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.

**Discovered hoard** of 12V dynamos and starter motors in mothers old loft £25 each, buyer collects. Please tel **Alan Smith** 0117 9249821.

Light 15/Legere Bonnet - Offers. **Carla Nutley** 01323 899003 or 0802 577578 (Sussex)

**Set of 4 brand-new unused door skins** for a 1953 Legere or similar. **£280** ovno.  
**2 period 6v radios.** One is a Phillips (**£50**) and the other a Radiomobile (**£60**).  
**Roger Diamond** Tel. 01227 743008/741741 Fax. 01227 741411.  
e-mail: rogerd@icomuk.co.uk

**LT 15 W/S** clutch pressure plate. S/H £10.  
Phone 01209 821979

## NEW PARTS

**Driveshaft with standard taper** to brakedrum complete with new inner cardans **£275** each.

Driveshafts with splined fitting to brakedrum complete with new inner cardan **£350** each (exchange brakedrum required).

Diaphragm clutch conversions complete with sealed release bearing **£150** each.

Higher ratio, 10 x 31, crown wheel and pinion sets complete with matching speedometer pinion **£400** each.

Gearboxes reconditioned.

Contact **Roger Williams**. Tel. 01482 863344.

Fax. 01482 888619 or

e-mail [rdrw@steam-car-dev.karoo.co.uk](mailto:rdrw@steam-car-dev.karoo.co.uk)

**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

**Paris Cars.** (David & Malcolm Boyd)  
Your Midlands Traction specialists, servicing, repairs, restorator & wedding hire.  
Astwood Bank, Redditch Worcestershire  
Tel: 01527 894599. Fax: 01527 892134

**TO LET**

**South Brittany, 200 year old farmhouse.** Sleeps 8, 2 hours from Roscoff. Quiet area with lovely river, coastal and forest walks, ideal for cycling, 15 minutes from Guidel Plage Beach. Enclosed sunny garden, garage, Quimperle 10 minutes. Pont Scorff 5 minutes. Easy reach of Quimper, Lorient, Pont Aven, Hennebont. Brochure available.

**Eileen Wain** 01803 782 468

**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-ature' to suit standard frames. From **£80** plus £2 p&p.  
**John Martin** on 01548 821384.



**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 managing, 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)  
116 Boulevard Jean Jaures  
92110 Clichy, France  
Tel: 00 331 47 39 09 71  
fax: 00 331 55 90 15 78

**John Griffiths**

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



