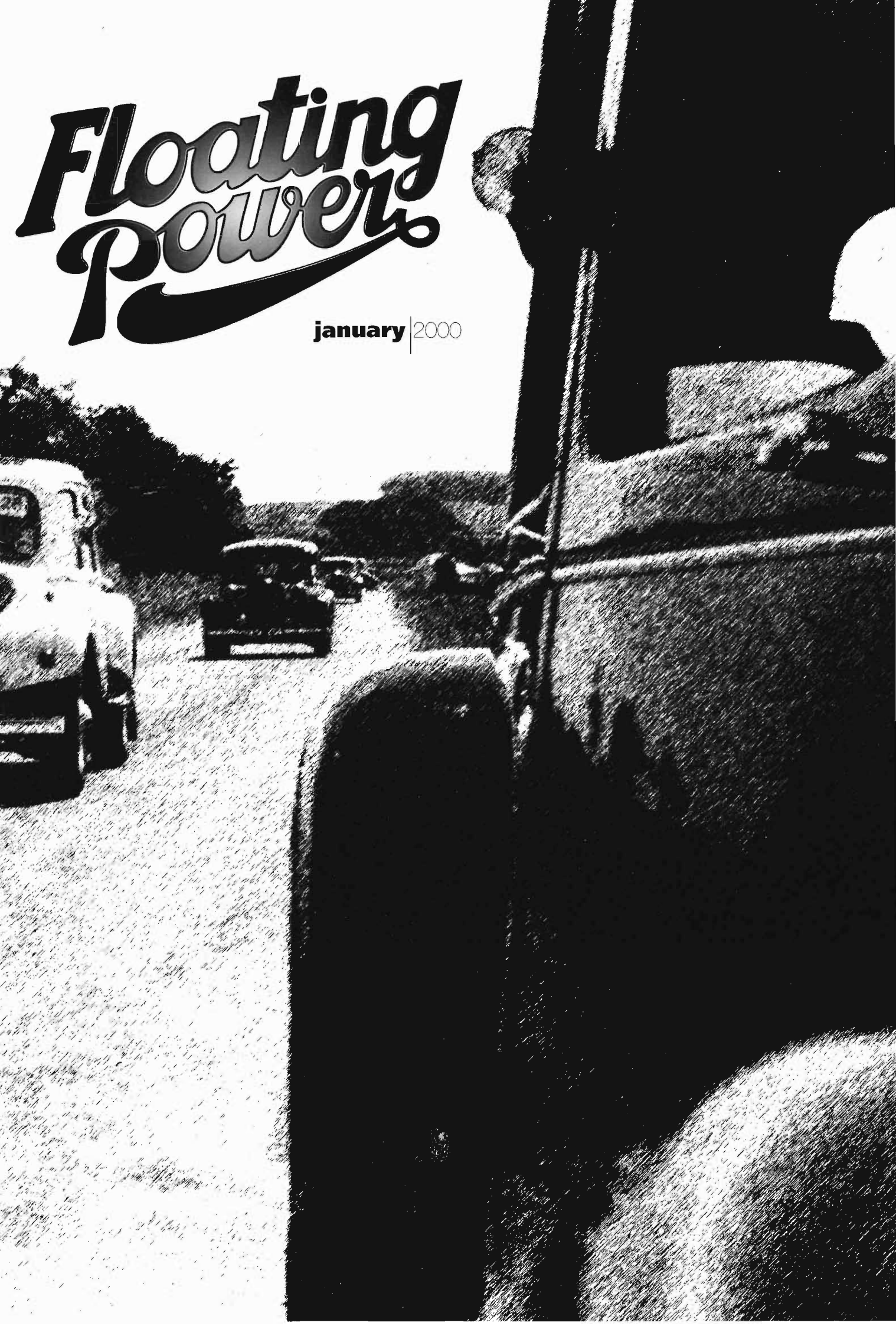


Floating Power

january 2000



Contents

January 2000 Volume 25 Issue 3



4 Committee News
by Anthony Lawrence & Moira

5 The Club Calendar

6 The Club News Review

8 The Club News Page 7



9 The Club News Page 7

10 FBHVC Report

11 Big 6 Lube

15 TOC Diary

16 The AXA Classic



18 TOC Section Series

19 Interesting Statistics

20 TOC Correspondence

22 TOC Classifieds

Editorial

Year 2000 is here and our program of events is well under way. The Club has been busy throughout the year; you will find enough your complete enjoyment in the Club's activities. The Club's program is sufficient compensation for one participant's usual day's work. The Club's program is well under way with a number of events planned for the next few months. The Club's program is well under way and more to be done.

This is a time to get out there and enjoy the world. Please wear your seat belt and drive safely.

Front Cover



tocspares hotline

01243 511378

Chris Treagust
98 First Avenue, Batchmere, Chichester, W. Sussex PO20 7LQ



toccommittee

November 1999

At the 1999 AGM, the members had accepted the concept that the membership list might be made more widely available while avoiding the possibility of commercial exploitation by sales people. The committee was instructed to consider how this might be done. The Committee discussed who should be listed, what information should be included, who could get a copy and how it should be obtained. The final form of any document is yet to be decided upon, but it is anticipated that a system will be in place by summer this year. It was recognised that, before proceeding very far, every member should be given the opportunity to opt out, or opt in perhaps, and so the next membership renewal form will have tick boxes for that purpose.

Routine Club business was dealt with, when each officer present reported on their work for the Club, and were helped with minor problems that crop up remorselessly. It was heartening that, although Tony Latchford could not be present, to learn that he had created an impressive social programme already, and expected to resume the Club's excellent record.

Tony Hodgekiss reported comprehensively on the Club Spares situation. Members are not likely to notice any quantum shift in the spares supply to them, but improvements will flow from the firm and rigorous programme that the Sub-Committee has planned to decide and take action on parts remanufacture, reconditioning, preparation of sub-assemblies and, above all, produce a new catalogue and parts list.

The TOC internet web site had been a problem, but a London member, David Butcher, has recently taken over as webmaster (what a histrionic name that seems) and had created a universally admired site. The Committee endorsed his role, and noted that David will not be an editor: he will act only as a technician, putting onto the site material he is given. He will welcome all details of changes to existing pages, and advice of any new developments.

It is probably the chance of fortune that the Club became electronically active at the same time as the millennium bug proved to be inactive.

Chairman's Note

December 1999


Alec Bilney

I find myself in the happy position of having good news to write about, and an opportunity to indulge in some jingoism about our Club.

The October-cum-November edition of Floating Power proved that our magazine has another talented person in charge, to continue the standard of excellence we are so used to. Indeed, it could be said, the standard we are spoiled by. This was brought home to us when, at the Classic Motor Show in early November, Floating Power was awarded another prize, this time it was an unqualified "Best Club Magazine". Well done to all involved in its production over the period. I am delighted to lavish praise where praise is due, to the editors, publishers and contributors, and rejoice that continuation of the tradition of voluntary work did not lead to the loss of quality that was such a concern at the end of 1996.

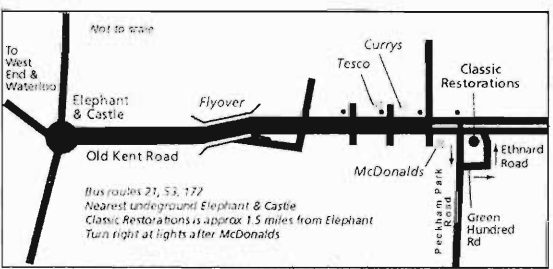
I am equally delighted to record that the TOC stand at the same show achieved a special distinction as one of the best there. When it is considered that such comparatively wealthy owners' clubs as Aston Martin and Lamborghini were also exhibiting, we can recognise the standard that our club achieves. So let us lavish praise on the TOC team led by Mick Holmes who made our modest presentation so remarkable.

The club has frequently been such a leader, and we can all be proud of it. The Traction itself remains one of the most remarkable cars ever made, and the TOC continues to honour its reputation. We can do it!



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

TOC tops the show



Mick & Moira Holmes report on the International Classic Car Show held at the NEC in November. "The TOC decided to have a stand at this show, despite attendance at the May Classic Car Show at the same venue being rather poor.

Pleasingly, the attendance in November was extremely good. There was a lot of interest in the Traction Owners Club, new members were signed up, and several people expressed interest in becoming owners of a Traction.

The TOC shared a stand with the Citroën Car Club. They had been loaned an excellent set of back-drops depicting French shops, garages etc. The back-drop to our stand featured a Traction and a grocery shop which looked very good behind our display of cars. The models displayed were the beautiful Roadster owned by David Boyd, who also loaned us his lovely silver Normale. Tony Latchford

brought along his Légère, and the Light Fifteen owned by Martin Edwards made up our presentation. We would like to thank them all for their help and support, and all the other members who helped on the Stand.

The TOC Stand had an honourable mention in two categories, and we were very proud to receive, on behalf of the Club, a trophy awarded for the best Car Club Magazine of the Year, presented by the Classic and Sportscar Magazine. We feel that this is a great achievement for a club with only some 500 members, in competition with clubs with thousands of members.

We had taken our own Citroën Bijou down for display on the Citroën Car Club stand and were delighted to meet Mr Nigel Somerset-Leeke who was the Chairman of Citroën UK in 1959, and whose idea it was to design a British

Citroën to use up some spare 2CV chassis left unused after the cessation of the 2CV assembly in Slough. The car was to look like a miniature DS, and he commissioned Peter Kirwin-Taylor to design the car, utilising the redundant chassis. We had a very interesting conversation with Mr Somerset-Leeke, and enclose a photograph taken of him with our Bijou. He said how surprised he was to see a Bijou, he had not known that there were any surviving in such good, original condition.

The TOC will only have a presence at the November Show in 2000. A large stand has been applied for, and we are hoping to display about 20 cars of varied models, so could members bear this in mind and let us know if they would be willing to display their cars at that time. Ideas for presentation, stand design, and help would be greatly appreciated. Lets make it the best show yet!"





6 out of 10. Tractions out-number any other marque.

Top Marques for Tractions

High Peak Historical Vehicle Club

While most Midlands area members are familiar with the Bull i'th Thorn pub south of Buxton on the A515 being the venue for TOC Peak Section meetings, many will also know this hostelry as home to the High Peak Historical Vehicle Club (HPHVC).

Formed by motoring enthusiasts in the area, the Club organised its first 'High Peak Run' in the summer of 1977. At the time two founding members were also connected with the newly restored Buxton Opera House and the inaugural event also raised funds to support the cause.

Present Club Chairman Chris Howarth was involved from the start though initially as a member of the High Peak Ciné Group who were invited to film the first run. The route started at the Ferodo Works at Chapel-en-le-Frith and ended at the Pavilion Gardens in Buxton adjacent to the refurbished Opera House. Chris recalls that the main consideration at the time was the availability of a large car park at each location. Filming completed he was

conned by a fellow camera man into interviewing actor and comedian Tim Brook Taylor, a native of Buxton, who was appearing in a show at the time. The completed film was subsequently screened at the Opera House raising the profile of both the Ciné Club and the HPHVC.

In 1973 Chris's 1950 Mk 6 Bentley, caravan in tow, took him and his bride on honeymoon. Later that same year, while returning from a friend's wedding, a rear wheel bearing seized and investigation revealed other matters requiring urgent attention. The outcome was that the Bentley was put into store and, sadly, twenty-five years later, is still "awaiting restoration".

Lack of appropriate transport hasn't stopped Chris devoting his time and energy to the HPHVC, which now has 25 members, and to masterminding the annual run in June which attracts around 150 enthusiasts. Most entrants are, therefore, non-members who enjoy this

very well organised event. A 50 mile drive through the dramatic scenery and picturesque villages of the Derbyshire Peak District followed by lunch and a chance to admire the other classics back at the Bull i'th Thorn in good company.

The 1999 run saw cars ranging from a 1920 Sheffield Simplex to a 1994 Morgan and motorcycles from a 1923 BSA to a 1969 Velocette. Included in the four wheel entries were ten Tractions, perhaps not suprisingly the most numerous single model.

Chris notifies previous entrants automatically but for new members interested in joining the 22nd run on June 4th 2000 or for details of the HPHVC write to:-

Chris Howarth,
136 Lightwood Road
Buxton SK17 6RW

Graham Jones



Liquid lunch starts here!

tocshop

TRACTION OWNERS CLUB



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	PRICE £ sterling
Autosculpt Traction (pewter like finish)	£4.50

A range of hand made Hallmarked Silver Items. Silhouette Traction 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



Click Clack, they all do that

by Martin Vickerstaff

In 1964, clutching my newly acquired full driving licence, I answered two advertisements in the Exchange and Mart; one for a Lancia Aprilla the other for a Citroën Lt15. The Lancia being nearest to home was seen first. Beautiful but even to my inexperienced eye she had too many holes underneath.

A few miles on to the Lt15. In a drab maroon, it turned out to be a 1953 big boot Slough built car. Her owner, Lftn Commander Thomas came out, inserted a broken drivers door handle into its other half, and I then sat behind the wheel of what was to become my first Traction.

"Not been running for some time" said the Commander, as an explanation for the dim ignition light and nothing from the starter button. Not to worry I was told. A starting handle was produced, the petrol pumped, ignition retarded, choke out and four swings on the handle and the now familiar sound of a 1911cc lump assailed my ears. A tour of the car was undertaken "while she warms up". Tidy red leather inside, red paint outside,

nearly bald pilote cross plys. The contents of the boot, a gear box (broken), drive shaft (worn), various strange tools plus odds and ends. I then was taken off for a run. The Commander, a long time Traction owner drove as if on a rally, cornering at seemingly impossible speeds, overtaking lesser breeds with apparent ease. On our return I was hooked. £35.00 was handed over, true there were holes underneath, but fewer than the Lancia. I arranged to collect the car the following weekend. That week took ages to pass, then on the following Sunday I got a lift from a friend and went to pick the car up. I drove home HRX 475, and so started a life long obsession.

The French Wench, as she was known turned out to be Metallic Peacock not maroon, discovered after an application of 1960's T Cut (vim) also much cleaning and servicing ensued as myself, the French Wench and my family were off on holiday to Norfolk. This was accomplished trouble free, and during the holiday I soon learnt that Traction's stop and talk to each other

when they meet. From one of these encounters I heard of the Citroën Car Club, I also found out that the strange click clack sound on tight corners was quite normal, they all do that said the owner of a smart black Traction we met on our way home.

A year down the road and the holes had spread underneath, so a replacement was sought. I bought NPH 752 a small boot Slough (Export) model. On the plus side a four speed box, alloy rocker cover, extended spats, Redex Lubricator, remote filter twin carbs, etc, but mechanically clapped, however she had a sound body. Result HRX mechanics went into NPH.

Locally I was now quite well known, resulting in the aquisition of several Traction's for spares, usually free or for the price of a pint or two. These were stripped and all parts kept apart from body shells. These included a 1938 Roadster snatched from under David Shepherds nose in Chichester at a cost of £8.00. Due to lack of storage this car was towed around West Sussex looking for a



David Shephard's Traction at Bognor sea front in the late 1960's

suitable dumping spot. One was found near a closed breakers yard, the car was part stripped and left. I learnt recently that the chrome door strips from this car found their way onto a recently restored roadster, nice to know some of it still exists. In 1967 I met David Shepherd and his car GEL 401 at a C.C.C.C. rally. We struck up a friendship that still exists today. Others met around that time included Walford Bruen, Fred Annells, John Austin, Bernie Shaw and many others. NPH had now given way to a black 1954 Slough Lt15, TAF 330. Around that time I was working for Southern Gas on Conversion, I used the car all over Southern England for work and pleasure. One foul wet and windy evening while returning to my digs in Leighton Buzzard, I proved that you can turn a Traction over. I lost control on a sharp left hand bend, shot over a bank, through a fence and rolled gently down a 15ft bank, landing upsidedown on a tree stump. No serious injuries to myself, but somewhat more to the car. The next morning a rescue party set off to retrieve TAF. What a sorry sight in daylight, the roof caved in, the rear off side wings flat against the hull. She was towed back to my digs where I spent the rest of the week making her ready for a return trip to Portsmouth at the weekend. This turned out to be an amusing trip. TAF ran as well as ever but looked dreadful. I soon found the accident had punctured the fuel tank, so I did the trip home two gallons at a time, stopping at numerous garages on route. Not one attendant commented on the cars condition, inspite of having to hold the rear wing down to allow the filler to be used. Returning home I had the weekend to find another Traction, a call to Brain Lawrence at Criterion Garage, Southampton said yes we have one, so off we went. Did a test drive and I purchased

MGD 186 in Regal red a 1954 Lt15. This car served me well for some years and was eventually sold when I bought a 1954 Big 15, NTR 690. It was fitted with an I.D. 19 engine which had eaten the Big 15 gear box, so I de-tuned this and put in another gear box and a Light 15 head, thus creating an 11D type motor. This car proved very reliable in daily use and on a touring holiday in Cornwall. She was sold around 1975 to finance the purchase of a Paris built Commericale from an American serviceman who was not able to return the car with him to the States. This car was very sound and ran well. I set about a 12 volt conversion and that was as far as I got as a major change in personal circumstances caused me to sell the car plus 13 years of spares, tools etc; to Roger Packer in Fareham. He re-sprayed her and sold her on. We do not know where she is now.

At this point I moved to Cornwall, a new start in life with Tractions in the past, so I thought. I became involved with two wheels again, becoming an active member of the V.M.C.C. Cornwall Section, heralding an eighteen year Traction free period.

About two years ago a friend who owns a Motor Museum near St Austell acquired a Lt15 for his display and asked me to have a look at it. The old obsession soon returned. The car was a 1948 Slough Lt15 MPF 305, sound but tatty. This car seemed familiar, but I could not place it. I was soon hooked again and decided to have

another Traction before I became too old. On a later visit to the museum I asked if MPF was for sale but was unlucky. While chatting to the curator a visitor overhead our conversation and said, "There's one of those Maigret cars in a garden in St Austell". I took directions and set off. I found what appeared to be a pre-war 11BL, bonnet flaps, pilote wheels, ridge around the rear window, etc, finished in desert camouflage on German plates, more important for sale. A good check over revealed a very sound body shell, the engine running well and good tyres. On the minus side, drive shafts and front suspension clapped, trim tatty, wiring burnt out. A price was agreed and the car was delivered.

A closer inspection revealed a 1951 11BL made to look pre-war even down to the fake rear window surround which was made of filler, this was done in Nantes as the car was part of a World War Two display in a French Military Museum. The initial tidy up has progressed into a ground up re-build, I will not bore you with that, but suffice to say when test driven it went 'click clack' on corners, but then they all do that.



Guildford 1970 ish

FBHVC Reports

EXTRACTS FROM THE NEWSLETTER OF THE FEDERATION OF BRITISH HISTORIC VEHICLE CLUBS

The FBHVC now publishes its newsletter much more regularly, and as a member we receive it. It needs to be all things to all owners, of course, since it represents the interests of all types of historic vehicles and their owners' clubs.

We thought it would be appropriate to repeat some of their material. What follows is only the briefest extract, and is selective at that. No doubt the classic car magazines will give more details if what we now repeat means you know what you are looking for.

1. The proposed End of Life legislation. During a mass protest at the European Parliament in Strasbourg, it was revealed that already some restorable classic cars had fallen foul of the law in Germany and had been destroyed. Even though Lord Montagu has secured assurances from the British government that there is little to worry about in the directive, the vice president of FIVA insisted that we must continue to lobby our European representatives to support our cause. As it stands, the directive could technically even outlaw inoperative vehicles in museums! The official handling the directive seemed quite overwhelmed by the scale of the public response. He promised that the directive would be examined to see what changes could be made to ensure that Germany's mistake did not become Europe's norm.

Comment. *Quite clearly this draft legislation is not as inoffensive as many believe. Perhaps it should not be a surprise to us, as Britain has been re-assured by bureaucrats on other legislation, only to find out later that Eurolaw is often poorly drafted, usually overwhelming in effect, and always extends the law of unintentional consequences.*

2. 0.5 percent leaded petrol. The Motor Fuel (Composition and Content) Regulations 1999 which permit the production of 0.5% of leaded petrol to BS4040 was signed on 19th November and came into force on 10th December 1999. It is a condition that all suppliers of leaded fuel must be registered members of FBHVC to obtain a permit, and must place the locations of filling stations participating in the scheme on the internet. We will advise clubs of these locations when they are known.

Comment. *This matter has taken far too long to come to pass, in view of the Eurolaw (see above!) that made it necessary. Already most filling stations in our area have switched to LRP, presumably because the uncertainty about supplies of leaded petrol meant no forward planning could be done. As always, the bureaucrats who make the laws feel they have done their job when the legislation is finished. It is we who have to live with its consequences, however late or bad the regulation.*

3. Fuel additives which have been endorsed by the FBHVC
 - Castrol Valvemaster Plus (phosphorus)
 - Castrol Valvemaster (phosphorus)
 - Millers VSP-Plus (manganese)
 - Nitrox 4 Lead Substitute and Octane Improver (manganese)
 - Nitrox 4-Star Lead Treatment (potassium)
 - Red Line Lead Substitute (sodium)
 - Superblend Zero Lead 2000 (potassium)

Comment. *This information may help anyone contemplating using such stuff. A report of experience of using it, as soon as possible would be welcomed.*

4. All clubs which are members of the FBHVC have been invited to send (preferably only two) representatives to a Motor Club Forum, to be held at Beaulieu on 6th February 2000, where the basis of a car club, its constitution and financial affairs will be discussed. **The TOC Committee will meet on the 2nd February, so if anyone particularly wishes to attend, please let us know.**

Rusty or Crusty?

Ian Lindley writes: I was chucking out 20 years accumulated rubbish and the attached got as far as being thrown into the paper bank when a familiar outline caught my eye! Somehow I managed to re-catch the offending page and extricate my hand from the steel flapper on the bank to reveal an uncannily familiar outline...

Sadly, the extract from the Countryside Commission is over 11 years old and it doesn't make it clear whether the chap in the photo is an enthusiast who has come to reclaim it or not! I suspect more of a crusty landowner...



Woodruff Key Reply

Roger Williams got an e-mail from the editor of the TAN magazine regarding the Woodruff Key article in the October 1999 issue of Floating Power. He agrees that there is no logical reason for it but he will translate the article and put it in his magazine. If he has any sensible answers he will let us know and we will pass them on to you.

CITROËN

toctech



volume 1

Maintenance **2**

citroën lubrication

Six Cylinder Model

- 1 Engine
- 2 Gearbox & Differential
- 3 Front Suspension Arms
- 4 Track Rods
- 5 Drive Shafts
- 6 Wheel Bearings (Rear)
- 7 Wheel Bearings (Front)
- 8 Shock Absorbers
- 9 Air Cleaner
- 10 Water Pump
- 11 Gear Shift Selector
- 12 Dynamo
- 13 Distributor
- 14 Clutch Fork Shafts
- 15 Carburettor Linkage
- 16 Speedo Cable
- 17 Steering Gearbox
- 18 Brake Fluid Supply Tank

SERVICE PERIOD SUMMARY			
Frequency	Items Requiring Attention		
	Miles	Km	
Daily			1
600 - 1000			3, 4, 5, 10
1000 - 1500			18
2000 - 3000			1
4000 - 6000			2, 9, 13, 14
6000 - 10,000			11
12,000 - 20,000			2, 6, 12, 15, 16, 17
As required			7, 8

citroën lubrication

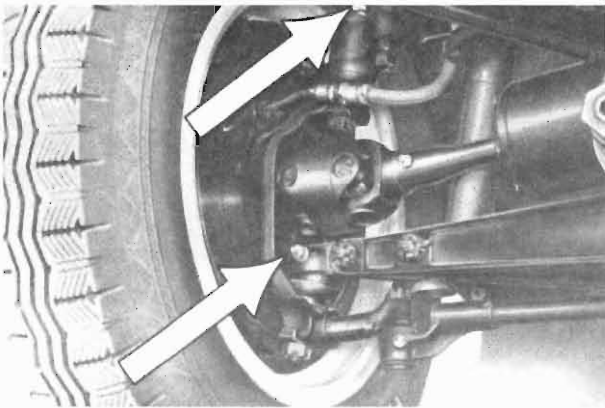
Six Cylinder Model

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.

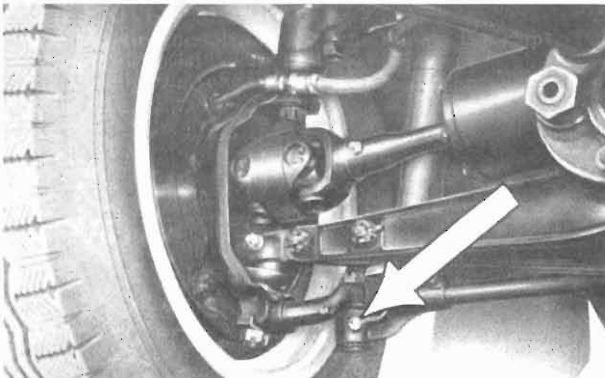
every 600 miles

A. Grease the following points using one of the recommended greases.



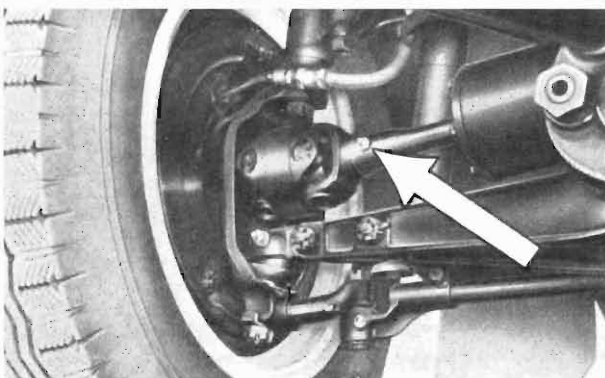
Ball Joints of Suspension Links

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

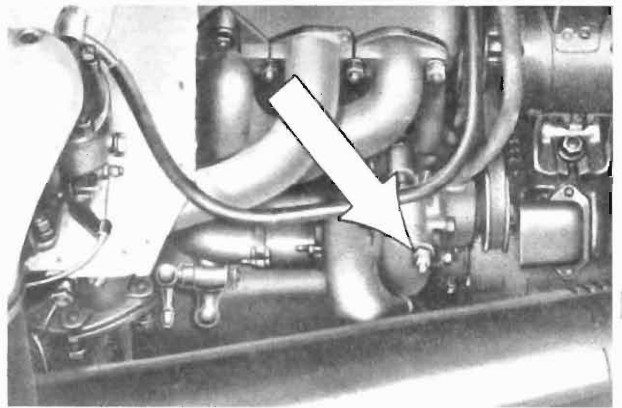
2 greasers - one on the left, and one on the right. Pump in grease until it comes out of the joint.



Other Universal Joints

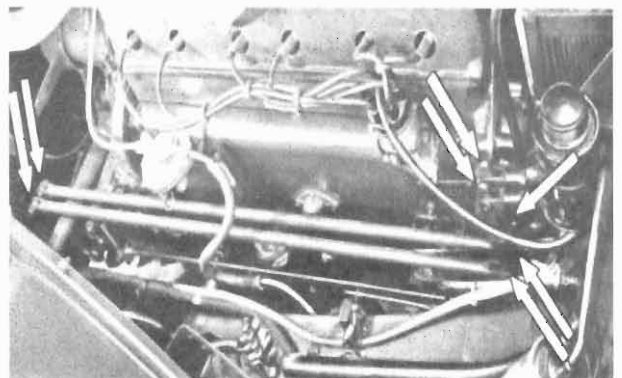
2 greasers - one on the left, and one on the right. Pump in grease until resistance is high. Maximum 30 strokes of the grease gun.

B. With a grease having a melting point above 100°C (212°F).



Water Pump Shaft

Give 3 to 5 strokes of the pump, not more. Avoid over-greasing.



Ball Joints of Gear Change Control Levers

7 points - give several drops of thin oil.

Apply several drops of thin oil to each of the door hinges and the bonnet hinge, wiping off any excess.

Engine adjustments

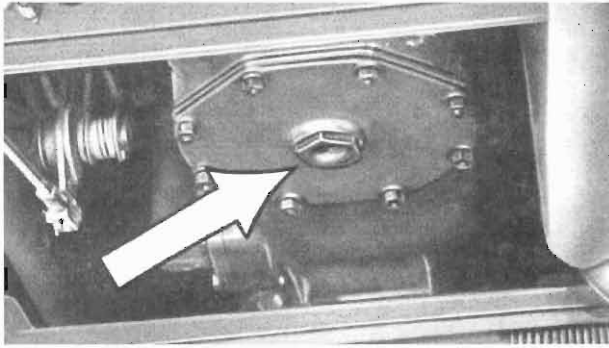
	Metric	Imperial
Valve Clearances - Hot		
Inlet	0.15mm	0.006"
Exhaust	0.20mm	0.008"
Contact Breaker		
Points Gap	0.4mm	0.015"
Spark Plug Gap	0.6 - 0.7mm	0.025 - 0.028"

Approximate Capacities

Engine Sump	7 litres	12½ pints
Gearbox & Differential	2.75 litres	5 pints
Cooling System	12 litres	21 pints
Fuel Tank	70 litres	15 gallons

every 2000 miles

A. Drain the engine sump



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 3½ pints.

B. To prolong the life of the tyres, change the fronts with the rear tyres diagonally. Make sure the pressure is correct.

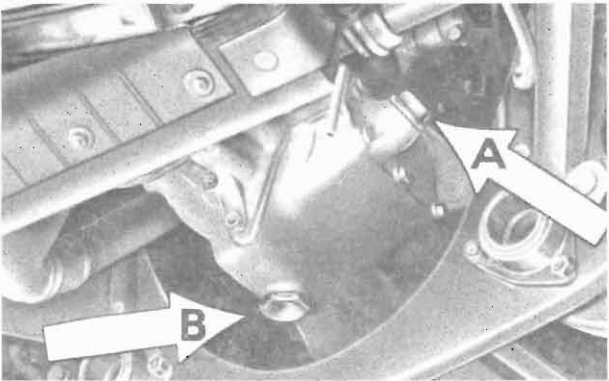
every 4000 miles

A. Check the oil levels in the gearbox. Remove the filler plug A and wipe the dip rod attached. Replace the plug, screwing it in one turn only. Again remove it to check the level indicated by the presence of oil on the dip rod.

The oil level should be maintained within 5mm either side of the shallow groove on the rod.

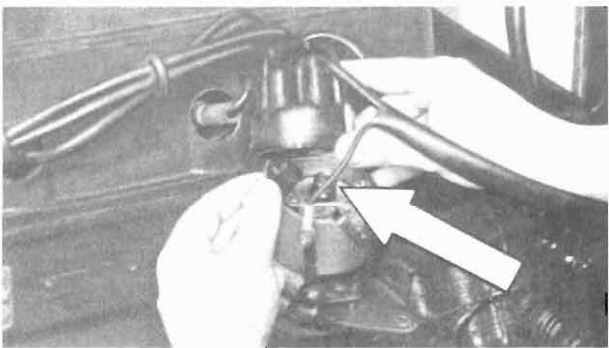
Should the level be low, drain and refill, using the special hypoid oil resistant to high pressure. **DO NOT ADD OIL.** The addition of small quantities or "topping up" to correct the oil level is not recommended. The characteristics of high pressure oils are such that mixing is inadvisable.

Always Drain and Refill



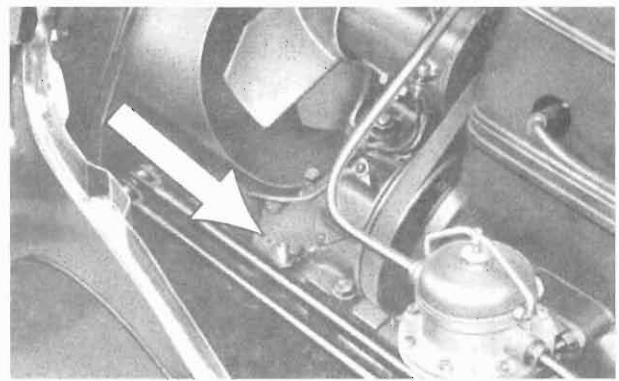
Gearbox Drain and Filling Plugs

B. Lubricate with thin oil.



Distributor Automatic Advance

1 Oiling point. Remove the cover and the rotor, and apply 2 drops of oil to the felt pad under the rotor.



Clutch Fork Shafts

Apply several drops of oil to the two small holes in the casing (one on the right and one on the left).

Have the following cleaned preferably by a Citroën agent.

The filter of the air intake silencer.

The petrol filter in the rear boot.

The petrol pump filter.

The petrol filter in the carburettor.

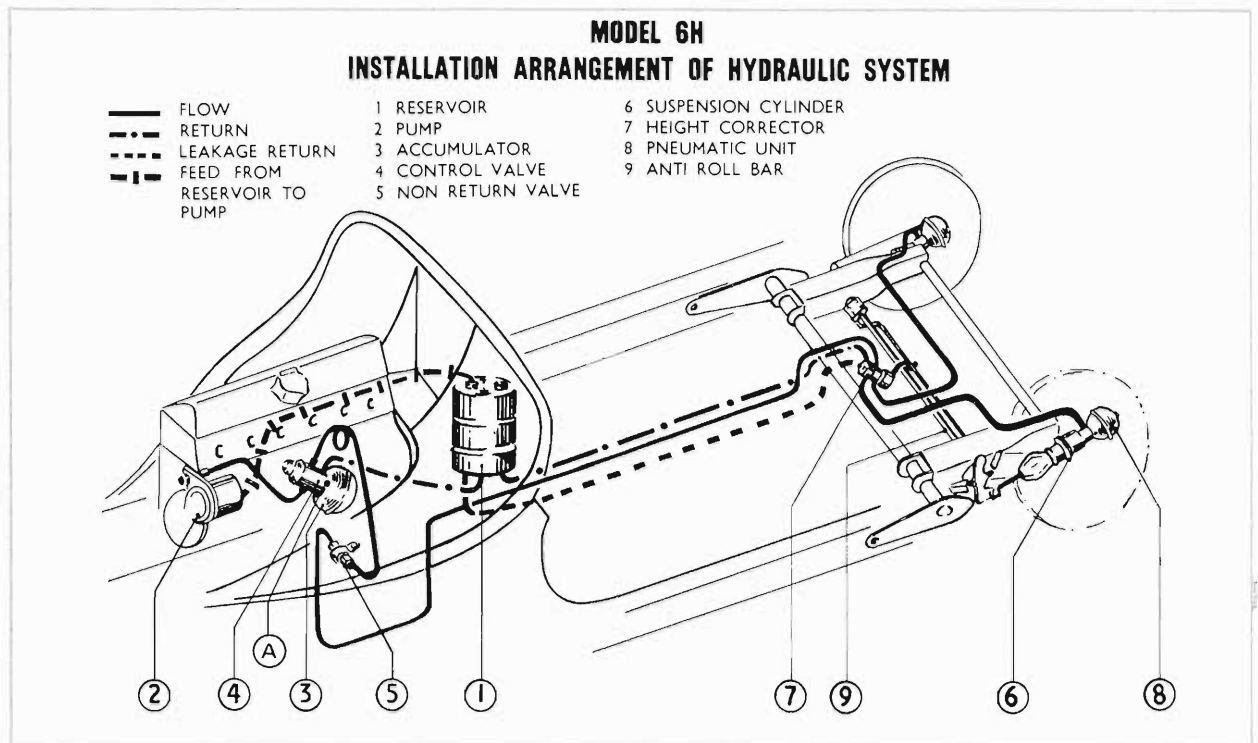


The petrol filter in the rear boot (fitted only on early series)

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.



Hydro-pneumatic Suspension

All the preceding details apply to all 6 cylinder cars whatever the type of rear suspension is fitted. The following refers only to cars with hydro-pneumatic suspension.

Hydro-pneumatic Suspension (Rear)

The full benefits of the outstanding qualities of this suspension depend on the system being scrupulously clean. Meticulous care has been taken during assembly to ensure that the system is completely free of any dirt or foreign matter. Should it be necessary for any reason to disconnect any part of the hydraulic system it is recommended that a Citroën agent be consulted.

In order to ensure that such work is carried out under conditions of extreme cleanliness all dirt must be removed from a wide area round the point at which the work is to be carried out. All unions must be thoroughly cleaned before disconnection and all pipes plugged with clean plugs immediately they are disconnected. Any oil drained off must be discarded and the system topped up with clean filter oil. **Do not forget that the system is under high pressure** and that the pressure must be released before disconnecting any of the pipes. For this purpose unscrew the bleed screw A see diagram.

The general layout of the hydraulic system is shown in the diagram above. The hydraulic fluid is taken from the reservoir (1) to the high pressure pump (2) and delivered at high pressure to

the accumulator (3). Here it is held at constant pressure by the control valve (4). From the accumulator (3) the flow of the hydraulic fluid to or from the suspension cylinder (6) via the non-return valve (5) is controlled by the height correcting valve (7). The pneumatic unit (8) is screwed on the end of the suspension cylinder (6). Between the suspension cylinder and the pneumatic unit there is a damper valve which acts as a shock absorber. An anti-roll bar (9) is fitted.

Replacements or service adjustments effected locally should not extend beyond the following:

Pump: Replacement of front gland.

Accumulator: Replacement of gasket.

Suspension cylinder and pneumatic unit: Replacement of the gasket between the two components, replacement of the damper valves.

Pipe connections: A new rubber seal must be fitted every time a union is connected and the nut tightened only moderately. Comparatively light tightening is sufficient to ensure absence of leaks. Excessive tightening is harmful and can cause leakage instead of obviating it.

Should any component be considered defective it must be exchanged for a service unit obtained either from a Citroën Agent or direct from the factory. This is because the main components are pre-set to defined standards and any mal-adjustment may interfere with the correct functioning of the suspension.

Extract from Owners Handbook

Front Suspension

6-Cylinder cars fitted with the hydro-pneumatic rear suspension also have a modified front suspension. This comprises longer torsion bars and the addition of an anti-roll bar.

Tyre Pressures

TYRE SIZE	FRONT		REAR	
	kg	lbs.	kg	lbs.
165 x 400X	1.6kg	23 lbs.	1.7kg	24½ lbs
185x400	1.4 kg	20 lbs.	1.6kg	23 lbs.

tocdiary

2000

April 1st -2nd **BOCC** (Belgian Old Citroën Club) are organizing a Rally on Sat/Sun 1/2 April 2000 at Wenduine-sur-Mer. Wenduine is near Blankenberge just NE of Ostend, and about 75 miles from Calais. Full details can be found on <http://www.go.to/bocc> in either Dutch or French. The contact is Marc van Zundert, Klein Heiken 108, 2950 Kapellen, Belgium - Tel: 00-32-3-6057430 - Fax: 00-32-3-6059768 - email: vzw.bocc@advalvas.be or Walter Callens - email: walter.callens@pandora.be.

This is to be an "excursion collective" on the Saturday afternoon and a "soirée aux fromages" in the evening. On the Sunday morning there is a choice of 5 excursions ("trajets"), each arriving for a Luncheon at the Hôtel Yvan on the Digue de Mer at Wenduine. The menu is Tomato Soup, Fish (with fresh vegetables and potatoes) or Chicken (with salad and frites), followed by Tarte and Coffee. There are rooms at this hotel and others nearby, but you need to book.

May 27 - 29th **Lakeland Rally**

The first Lakeland Rally held in 1997 attracted well over 30 cars and 80 people from all corners of the UK. Popular demand has indicated that a second Lakeland bash is due, and this will take place over the bank holiday weekend 27th-29th May 2000. As before it is intended to keep expense to a minimum; a full itinerary is being arranged which will include lunch stops and an evening event with dinner on the Saturday (as before, transport will be arranged if required so that visitors can enjoy alcoholic refreshment without worry). In order to plan ahead it is essential that TOC members book in advance; initially send a large S.A.E. (52p) for an information pack.

The Lakeland Rally will be centred around Keswick and Derwentwater (known as the Queen of the Lakes) with a base at Castlerigg. The camp site at Castlerigg has good facilities and there are stunning views over the Lake and surrounding mountains. For those visitors who prefer bricks and mortar (or slate) around them rather than canvas, there is a host of comfortable B&B's and hotels within the immediate locality.

Send your S.A.E. to Malcolm Bobbitt, Javel, 4 Holmewood Paddock, Cockermonth, CA13 0DN as soon as possible.

June 4th **High Peaks Historic Vehicle Club Tour, Derbyshire**
Contact Chris Howarth, 136 Lightwood Rd, Buxton, SK17 6RW.

June 10 -12th **Le 20^{ème} anniversaire des Chevronnés**
Vous avez peut être connu Bourgogne 82, vous souvenez aussi de votre participation à Bourgogne 90...

Voici en l'An 2000, le 20^{ème} anniversaire des Chevronnés! En effet notre club fêtera ses vingt ans, les 10 - 11 - 12 Juin 2000, et nous aurons plaisir à vous accueillir dans le cadre d'un nouveau rassemblement international de Citroën Anciennes en Bourgogne.

Venez partager avec nous le beau vivre en Bourgogne: exposition, concours d'élégance, dégustation, visites touristiques, repas de gala.

Venez découvrir avec nous la route touristique de Beaune à Cluny - vous y serez reçu dans les prestigieux Haras-

Nous accueillons toutes les Citroën de plus de 25 ans (ou de l'origine à 1957) et utilitaires.

Nous vous adresserons prochainement le programme détaillé de cette manifestation, mais le nombre de participants étant limité, les pré-inscriptions sont conseillées.

Dans l'attente, nous vous prions de croire, Monsieur, en l'expression de nos meilleurs sentiments Citroënnistes.

Contact: *Christophe Bosle, Président, Les Chevronnés, 22 Rue Maréchal de Latte de Tassigny, 21220, Gevrey Chambertin*
Tel: 03 80 41 64 28.

July 20 -24th **Champagne & Chocolates TOC Millennium Tour**
Now fully subscribed. Contact Richard & Esther Hooley for information on 01664 840453.

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 Barrie 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.*

Traction France 2000

These pictures are from the Traction Universelle (French club) 2000 calendar.

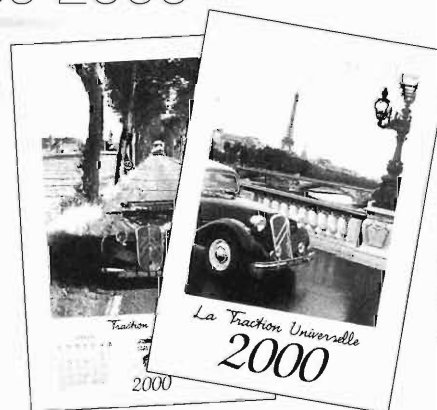
This will be printed in 40 x 60cm size on good paper (250gsm) with 6 beautiful photographs (1 per 2 months) plus cover. The cost is 120FF per copy. Anyone interested in a copy should contact:

Pierre Lévy, 13r E. Léveillé 60270

Gouvieux France.

Fax: (33) 1 49 90 49 20

Email: pierre.levy@delphiauto.com





And they're uff! Or should that be off?

The 1999 AXA Rally and the Citroën Start

Alec Bilney

The AXA Classic was held at the end of May. It is the old Norwich Union rally under new sponsorship. This year there were some 1250 starters from 13 different places. 1999 is the 75th anniversary of the establishment of Citroën Cars at Slough, and it must have seemed to the organisers that it would be a fitting tribute to mark it by making the present headquarters site one of their start points.

My 15-6 Familiale was now sufficiently reliable that I wanted to take it further than a local area meeting and do something more exciting than visit relatives. This seemed like just the opportunity. I invited Bernie Shaw to share the experience, knowing that he was not afraid to get his hands oily if the need should arise. I had hoped that my Dearly Beloved would also share my worries, but it was not to be.

We had to be at Slough Trading Estate at least 30 minutes before our start time, which meant we had to leave my house in Kingston at an hour I had hitherto not known existed on a Sunday morning - it sounded like a time to take afternoon tea. But, in truly British style, we did it, and joined dozens of other bemused people in

a car park overlooked by a mirror glass corporate building. Bernie and I enjoyed hot coffee, provided by volunteer marshals, and after much banter between friends who nearly all knew each other, we got to the start line on time. We were closely followed through the gate by Peter Simper, whose entry had been accepted by the organisers and his cheque cashed, but who had been left off the programme. When he pointed this out (in the subtle manner that only Peter can achieve), his 1954 Light 15 was slotted in between my '53 Familiale and Andy York's '54 Normale. Thus his running number should have been 1119½.

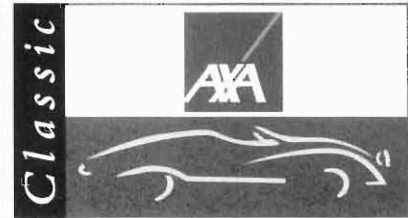
It was still very early, even now, and we competitors virtually had the roads to ourselves for the first hour or so. We turned left or right, went straight on, or took second exits, etcetera, as instructed by the route book and as performed by the car in front. As far as I know, the original organisers of The Tulip Rally were the first to use the style of route maps provided. They should be congratulated for their design, and even that has been polished so that it is now nearly impossible to get things wrong. I would have said it was impossible if Bernie hadn't managed to do just that at one

point. However, to be fair, it may not have been wholly his fault, because once we had realised we were no longer on track, and had turned round (using the Familiale's simple 42-point turn necessary anywhere except on an airport runway), things still didn't match up. Since other cars were also doing U-turns or were parked with the driver apparently peering at the navigator's knees, we felt perhaps the instructions had been less than perfect at that point. We quickly found the correct route anyway, so it provided a happy memory rather than a disappointing argument. I have noticed that the route map style which is widely referred to as a Tulip Route, is used by other competitions, not least on our own Midlands rally organised by Richard Hooley.

The concentration needed to follow the instructions is relieved by special stages, usually on test tracks or even race circuits, where the only obligations are on the car to keep going, the driver to avoid the slower cars bumbling along on the racing line, and the navigator to make apologetic signals to the super cars who (mistakenly) think we are bumbling along. These stages presented the first opportunity I had had to stretch my six-cylinder engine,



Oh come friendly Tractions, Converge on Slough (apologies to Sir John Betjeman)



1274 Entries, 1246 Starters, 1141 Finishers

and I wanted to take it. With some 850 kilometres on the clock since the rebuild, I felt it was ready to be blasted. I am glad to say it performed excellently. One memorable point was on a long downhill left curve where speed can be gained for a very steep uphill bit. Bernie was driving and in top gear. (For those who haven't driven with Bernie, he believes that if the valves aren't actually bouncing there is still more speed available.) As we approached the dip at the bottom, a misfire occurred. At over 150 kph, the uphill bit was quickly well under us and a 2½-ton car loses speed rapidly, so the revs fell away and the engine came back on song. "Petrol starvation" muttered Bernie, still going at a frightening speed and throwing the car into a hairpin bend on the side of a steep hill with a pre-war Morris 8 just about moving on the apex, and an E-type Jaguar worrying to get past us both. But the £1,000-worth of new Michelins and the Traction's legendary roadholding meant no problem, so Bernie resumed accelerating down the hill again.

As the day wore on, the weather, which had been dull and overcast at the start, went through a brief sunny period and then reverted to dull and overcast and eventually began to rain, which in turn became a deluge. Our stop at the Aston Martin factory in Newport Pagnell was a drenched affair. The car park was pretty small and on a slope. An Edwardian vehicle with no side weather protection for occupants had been abandoned at the entrance near the factory door, Austin-7 nippies were sliding around in the mud, and Traction drivers with misted up windows and huge blind sections, not wishing to get soaked by putting their heads outside, were slowly reversing and hoping all was clear behind them. We stayed just long enough to get thoroughly cold in the workshop (which was indeed impressive!), and then pushed on.

Although it had stopped raining by the time we reached the finish, it was still a much-less-than-glorious day. The site of the finish was quite unexciting when we

didn't know what it was or what was available. Only on reading all the bumph later did we learn there had been an autojumble on site, and a town-driving test, and other "feasts for the enthusiast". But we were too happy to care. We had completed the course, done the rally, achieved all the targets for the common entrant. The grin on my face in the photograph taken as we crossed the line shows my pleasure in having a car that was still running beautifully and on four wheels. All we had to do now was get back to Kingston in the gathering gloom (three-weeks from midsummer's day, remember). We exchanged experiences with other competitors, looked around at some displays and, since we were not likely to get any special award, went home.

Reflections afterwards. I felt honoured to have had such a co-driver as Bernie, pleased to have taken part in such a thoroughly organised rally that does not overtax the car, and determined to do it again and do it better. I have now received the entry form for the 2000 rally, and see that the organisers are striving for a quantum leap in participants, from 1250 this year to 2000 next year. I recommend it to all TOC members. Spring bank holiday, 27-28th May. The atmosphere is

wonderful. There are so many beautiful cars to see, either flashing past or in company; there is a camaraderie that builds up between you and some others that you end up running with; there is a welcome that natives give you as you pass through picturesque villages.

Above all, I am impressed by the sheer scale of this rally; wherever you turn there are fine old, much-loved cars being manoeuvred, and people willing to help you. It may be felt regrettable that it all disappears at the end of the day, but while it is there, it is a wonderful atmosphere.

However, there is one curiosity. To this day, I do not know why we used that start site, except out of nostalgia on our part. We isolated ourselves from the rest of the rally. Fifty Citroëns starting from, say, Brooklands would have been impressive. What did Citroën get out of it? Except for use of a hut marked CITROËN at one end of the car park, I am unaware of any involvement, and still less of any activity, by Citroën Cars Limited. Whether or not more of any other marque took part in the rally I do not know, but certainly in no case did 50 of them gather right on the manufacturer's doorstep, undiluted by any other marque - and then get ignored.



From A to B, Alec and Bernie finish in fine fettle

tocsection scene

Scottish section

Two members (Maurice Miller and Kenny Cocker) took part in the annual run of the Royal Scottish Automobile Club which started from their opulent clubrooms in Blythswood Square, Glasgow on Sunday 8 August. A pleasant 80 mile route meandered through the Strathclyde and Ayrshire countryside taking in Greenock, Largs and Bridge of Weir (a former supplier of leather for Traction upholstery). The entry list ranged from such ancient transport as a 1909 Renault 8AX, through 30's Rileys, 40's Alvis, 50's Jaguar XK150s and even a Plymouth Barracuda! Traction honour was upheld with 3rd place in the post vintage concours for Kenny Cocker's 1939 Citroën Light 12.

Doune: Regrettably, this was the last year that this venue will be available for the CCC Scottish Section event to which TOC members have always been welcomed, but the good news is that an alternative venue has been found for the next millennium at Stirling Rugby Club - showers as well from now on! There was an excellent turn out of Tractions this year - eight including an almost completed Normale Roadster replica. With the ceilidh being held in a marquee this year there was more room for dancing too. The weather was excellent for the "Trossachs Trundle" and although we encountered a downpour on the way home an enjoyable weekend was had by all.

Royal Deeside Ceilidh Weekend: What a cracker! Andy and Sheila Burnett kindly gave us and the Traction a bed for the Friday night after a well attended supper at the Boat Inn. The Saturday run through Deeside started with a photo hait at a glider strip followed by a highly informative and entertaining visit to the Royal Lochnagar Distillery beside Balmoral Castle. After a light lunch the cavalcade (headed by the three Tractions of Messers Burnett, Holmes & Cocker), continued through Braemar to Linn of Dee and the recently restored Mar Lodge. After a final photo call here, the company dispersed for some free-time before the ceilidh - and what a night that was! Aboyne Hall had only just been re-opened by Prince Charles the day before after extensive refurbishment and was an impressive sight with stags heads, wood panelling and tartan drapes. The catering and entertainment were also to the same high standard and a great weekend was had by all.

RSAC Centenary Cavalcade: To mark their centenary, the RSAC recently invited 50 owners of a selection of classic cars to take part in a cavalcade from Edinburgh to their headquarters in Glasgow. However, due to a clash of date with the London - Brighton Run there was a lack of veteran cars but still a good cross-section of models, a 1913 Darracq plus the usual Rolls Royces, Bentleys, Rileys etc. The only Citroën was Kenny & Julie Cocker's 1939 Lt12. Cars were flagged off from Holyrood Palace and took a route through central Edinburgh then via the old road to Glasgow culminating in a wonderful lunch at Blythswood House. Julie and I are looking forward to the next one in 2099!

Talking of the Millennium, does anyone else out there agree that there is still a year of this millennium left? - before we start on the next one. Second thought for the day - how does everyone feel about Boston 2002 now that we have had time to forget about Chevetogne! Does it begin to seem like an attractive idea yet? What about a suggestion of one ro-ro ship for all the European Citroëns - why does "all the eggs in one basket" spring to mind! - comments to the editor prehaps.

South West section

Walford Bruen has reluctantly had to resign as area rep for the South West Section due to family commitments, but he is pleased to report that a welcome volunteer has stepped forward to takeover the reigns. Malachy Bell is a keen enthusiast who had a similar role within the Saab Enthusiast Club and is able to devote some time and energy to the Section.

You can contact Malachy at:

Holbeam Cottage, Ogwell, Newton Abbot, Devon, TQ12 6YL.

Tel: 01626 351303. Email: @Malachy89.fsnet.co.uk

We look forward to hearing from you Malchay. Ed.

West section

Our January meeting at the Tunnel House near Cirencester was well attended by 18 members who generated a wealth of ideas for this year and beyond - thank you for all your contributions. For those who do not receive monthly mailshots, please phone John Ogborne to confirm dates and times.

February 6th - Note that this is one week earlier than normal as several members are going to "Retromobile" on the 13th. Pub meeting followed by convoy drive to Wells.

March 12th - Visit to the Newport Transporter Bridge. A chance to photograph our Tractions on another piece of historic engineering.

April 9th - Pub meeting at the Red Lion in Laycock plus an opportunity to wander round this picture postcard village and visit the abbey and Fox Talbot museum.

May 14th - Dyrham Park near junction 18 of the M4. There is a carriage museum as well as the grounds of this attractive park.

June 11th - Pub meeting at the Tudor Arms, Slimbridge. After lunch the bird watchers amongst us can visit the Wildfowl Trust.

July 30th - A busy month! The Brittany Tour will be sometime around the 14th and the Champagne and Chocolates Tour is from 20-25th. However, at the end of the month there is the "Nostalgia Show" at Wroughton, near Swindon. This is a mixture of vintage, veteran and classic transport - not just cars - plus other attractions for the family.

August 13th - The picnic at Longleat that was rained off last year. There will be an alternative indoor venue this time!

September 17th - A second visit to the Tredegar House rally in aid of Leukaemia Research. Last year attendance amongst the exhibitors was down because of the weather but I am sure that the sun will shine on us this time!

October TBC - Joint meeting with the "Classic and Historic Motor Club"

Mid-Shires section

Sunday 13 February 2000 - The Pear Tree, Lichfield for lunch at 12.30pm. Anyone interested should confirm numbers and what they want to eat by Wednesday 2nd Feb as Tractions and other classic cars will have privileged parking in the courtyard.

Sunday 13th March - Country walk organised by Martin Edwards followed by a delicious pub lunch. Time and place will be in the March newsletter. The walk will probably start around 10.30am.

South Midlands section

Robin Dyke has now volunteered to run this section. Please contact him if he has not already contacted you. Address details are on the inside front cover.

Lakes & Borders section

As you will have read elsewhere, the section is arranging a second Lakes and Border rally. This is proposed for the bank holiday weekend 27th-29th May 2000. On Saturday 25th March 2000, members are invited to join us for lunch at The Sun Inn at Troutbeck Bridge, a small village on the outskirts of Windermere.

Traction Statistics

Robin Dyke
 Tel: 01865-858555
 Fax: 01865-858556
 email: robin_dyke@compuserve.com

Robin Dyke mulls over some statistics



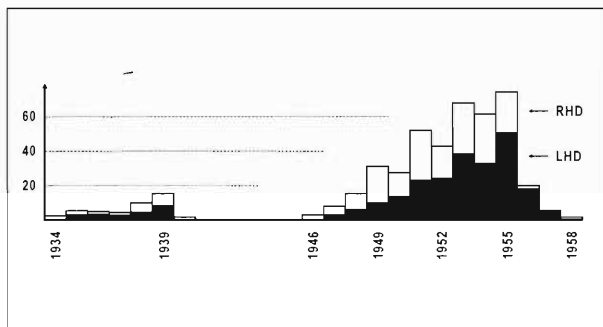
Since 1965 when I owned my first Light Fifteen, I have been noting down details of old Citroëns. There are records on nearly 750 vehicles which I now keep in a relational database on my IBM PC. These records I should stress concern the cars and not the owners. The vehicles are almost entirely Tractions - there are just 24 rear wheel drives. Regrettably many of the cars seem to have disappeared and may no longer exist, leaving sets of 420 to 475 worthy of some statistical analysis.

The vast majority of Tractions are the 4 cylinder 11 CV. Out of 475 mostly in the UK there are -

22	7 CV or Light 12	5%
287	11 CV Légère or Light 15	60%
121	11 CV Normale or Big 15	25%
9	11 Commerciale	2%
8	11 Familiale	2%
28	15 CV or Six	6%

I have year dates for 452 Tractions. Of these 9% are pre-war, and the peak year is 1955 with 74 vehicles (16%). Of course some of the data may be inaccurate. Was the 1958 car built in 1958, registered then or is it an error? Could some of the LHD Normales dated 1955 and 1956 really be a little older?

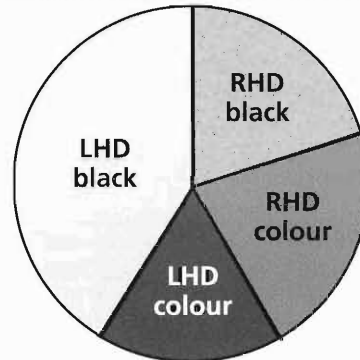
Fig 1 - Histogram of numbers per year (LHD/RHD)



Less open to dispute is whether the vehicle is LHD or RHD. I suppose a few may have changed, and for quite a number I do not actually know. Out of 420 Tractions mostly here in the UK, 55% are LHD.

The colour of these 420 cars can be simply broken into 62% black and 38% an assortment of colours. You would be correct to think that LHD and black go together, three quarters of LHD Tractions are black, Alternatively if the car is black then there is a two in three chance of it being LHD, or if the car is coloured then there is a two in three chance of it being RHD.

Fig 2 - Pie Chart of LHD/RHD and black/coloured



So what colours are there? Originally there was a limited range for each of the production territories, but many cars have been repainted and sometimes more than once. And quite a few now are two-tone. Then how do you name a colour? As a mere male I have little chance. Burgundy, maroon, brown and some of the darker reds are too close to call. So I have grouped some of the colours seen on 420 cars here in the UK as follows -

black	62%
burgundy/maroon/red	10%
various blues	8%
silver/grey/slate	7%
white/ivory/cream	7%
green and others	6%
purple - just 1, but once seen never to be forgotten.	

I should like to do a further analysis into chassis and engine numbers. I have some data, but it is sparse and full of errors. Sometimes chassis numbers and engine numbers have been swapped. My own log book until last month showed the original engine number AM13831 instead of AB25796 which has been running well for quite a few years. And AB25796 sounds older than AM13831, but I think it is newer as I suspect the AB and AM denote something other than age, perhaps a supplier code. Some engine numbers have been logged incorrectly - it is easy to confuse O/O, Z/2, S/5 & B/8. And relating engine number to age is going to be a problem as many cars will have had their engines replaced, perhaps more than once. Many Slough Light Fifteen chassis numbers are quoted as 9/nnnnnn, 9-nnnnnn, 9nnnnnn or just nnnnnn, but I think that these will be easier to relate to age. So I shall welcome any information anyone can provide. I would need Registration No, Date, Type, Model, LHD/RHD, Chassis No, Engine No, Colour and any other details.

toc correspondence

Dear Richard,

Enclosed are a couple of pictures of my 1949 Model II showing a Traction that has to work every now and again. I was converting my loft into a bedroom and so on the roof are half a dozen sheets of 8" x 4" plasterboard, while in the back, squashed between my daughter are several rolls of insulation.

I've had the car for about 5 years and the only major problem has been the dreaded split gearbox. If anyone wonders what happens when they go, there is an almighty crunch and then total loss of power and an inability to get any gears, not to mention an enormous, embarrassing puddle of oil underneath.

I took this opportunity to replace the gearbox with one of Roger Williams higher geared and lighter flywheel versions, fitted by Classic Restorations. I was particularly dubious about having the flywheel lightened, being of the opinion that there must have been a reason for it being so heavy in the first place. However, I now feel that they were heavy through tradition because the car now accelerates much faster without any subsequent loss of power over hills. The cruising speed is about 60-70mph, even with all the family, and after over a year of use I have had no problems at all.

Happy Tractioning to all.

Peter Ashlee
Kent.



Dear Richard,

Earlier this year, the 27th March, we travelled in large numbers to Amsterdam, to celebrate the legal age of retirement for our Tractions. At Citroën Holland, we have officially asked and received retirement for our Tractions. Onto our next step, making the Traction antique.

In April we've had our yearly happening, in Elst, at our department in Arnhem. A beautiful place, where we've had a nice tour with about 70 Tractions.

In 1999 the Traction Avant Nederland, reached her 35th anniversary. To celebrate this happy moment, a 3 country tour through Holland, Belgium and, of course, country of birth, France had been organised from the 12th until the 16th of May. This became a big success with 95 cars and 206 persons joining in.

To finish this happy year, department North organised the yearly party in Lemmer on the 10th, 11th and 12th of September. On Friday and Saturday we had the opportunity to sail, eat, drink, party and even sleep on two old sailboats. On Sunday, a tour through the country of Friesland, was made by Traction.

By the way, during this party we have welcomed the 999th, 1000th and 1001st members, Traction Avant Nederland is doing very well.

Greetings, Traction Avant Nederland.

Peter Hijnen
Rotterdam, Holland.

Dear Richard,

An excellent first magazine with up to date articles, my only gripe is that I enjoy reading those quirky history bits. The technical section will be of great help to all of us amateur mechanics, often alone and re-inventing the wheel when caring for our machines.

I currently own a 1955 Light 15, but am in the process of purchasing either a Limo or Commercale from France (I have decided on inspection in January).

When I first purchased a Traction I was worried about over-heating so I fitted a Nissan Sunny fan in front of the radiator mounted on a bracket to the G-box. After also fitting a Temp gauge we have been able to cool down after hard driving in heavy traffic. A recent article suggests fitting a thermostat and thus pressurising the system. Has this been proven to work and suit the dynamics of the engine? Please excuse my ignorance.

I have just completed the purchase of a 1957 pop up caravan, a very odd looking thing, which I intended to tow behind the Traction. Have many members towed? Are there horror stories? Does anyone have a tow bar or a drawing of one that I might copy? All help appreciated.

Malachy Bell
Newton Abbot, Devon

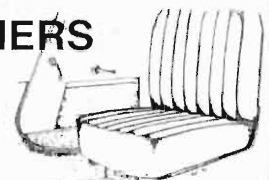
Dear Richard,

Congratulations on your first Magazine - a very creditable effort. David De Saxe's article on registration numbers was very illuminating, but I think the 'age related' registrations simply relate to the age before date letters. It is also worth mentioning that people who use characters on their number plates that do not comply with size regulations or mis-space characters, or represent letters as numbers risk prosecution with a fine, their number being taken from them and the issue of a Q plate in its place. Should that person be a member of the TOC, under rule 28 on page 12 of the new rule book they risk expulsion from the club - the shame of it! TOC members in general should be aware of this, and the owner of ILL 2673 in particular: I think it is you.

Jonathan Howard
Chipping Norton, Oxford.
Oops! Ed.

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
Trimmed Set £69.00 |
| 7. FITTINGS: Door Clips, Screws | |
| 8. MATERIALS: French cloth, Door excluder | Furflex Etc. |
| 9. Complete retrims, English and French cars | |



01264 810 080



Dear Richard,

First of all, may I congratulate you on your first edition of Floating Power, which I received on Friday evening. It was a very good all round effort, and I liked the technical supplement in the middle. I suppose a few more photos of the annual rally would have been nice - there were lots of really nice cars there, but only a very small number made it into print. A view along the four branches of the quadrangle would have been interesting, for example. That said, it was of a very high standard. Well done.

The article on registration numbers struck a chord with the reference to Burton-on-Trent. I grew up there, and there was widespread indignation when our precious 'FA' was handed to Stoke. 'BF' was indeed a strange one, since it never appeared in the lists in car books, and I think it normally issued in Lichfield, in the south of the county.

I noticed yet another picture of someone with a boiling Traction - at Portsmouth, this time. This year's treat for mine was to have the radiator re-cored, using a very slightly larger tube than the original, and I cannot wait for the hottest summer day to put it to the test! The difference is remarkable, and even if it cost me £140.00, it is well worth it, not having to keep worrying about overheating. Frankly, I used to spend more time looking at the temperature gauge than the road, especially in traffic or up a long hill. Bite the bullet - get it re-cored!

In the process of doing this, I removed the radiator blind, and discovered that the material on the inside was covered in 'LNER' motifs, and instantly recognisable as carriage window blind material. Now I have to suppose an earlier owner pinched the material from the railway company! I know they used to 'make do' in the Slough factory on occasions, but it would have been 'GWR', wouldn't it?! Rather a mystery, unless someone can shed more light on it.

Your calendar is a good idea. I have no doubt you will be deluged by hundreds of 'Light 15 of-no-great-distinction' photos, but just in case, here's one of mine, loitering in photogenic fashion in front of a typical wooden-boarded Essex church at Stock, near Chelmsford.

Best regards

Clive Hardy
Chelmsford, Essex.



Dear Richard,

The sight of the 'Mosquito' picture in the October issue of Floating Power brought back memories to me as it was the last aircraft I worked on in my service days before demob in 1946, it seems like only a couple of years ago!

I had a phone call from Phil Bell of Practical Classics Magazine to help promote the story of 'our' car, so a visit came about and hopefully will result in a story to be published in January 2000. Our local newspaper has already run a story on my son's opening of his garage here in Bourne, Citroën of course.

Keep up the high standard you've set now in this your first magazine.

Fred Annells
Bourne, Lincolnshire.

Dear Richard,

I enclose a photograph taken in 1960 of Moira and our first Traction Avant, known to us then as the "Twelve", in which Moira had just passed her Driving Test at her first attempt.

We bought the car from my father-in-law for £45.00. He had rescued it from a scrapyard, the deal was that we would do all the preparatory work, and he would give it a last coat of paint, as our funds were very low at that time the colour, powder blue, had to be left to him (whatever was spare from his previous painting job). We were actually quite pleased with the result. We also had to attempt most of the mechanical work ourselves, using his workshop at the weekends, we became quite adept at taking the engine out with a block and tackle. Eventually, after having owned some five of these cars, one 1934 Super Modern Twelve, we found that the cost of keeping them on the road too much for our slender purse strings, so sold the last one and bought a brand new mini van at around £350.00, which included a passenger seat and Road fund licence, still wishing to keep the concept of front wheel drive.

It was a great pleasure to us in 1992 to be able to afford our Light Fifteen, BHC 502, which has brought us many hours of enjoyment. We then joined the TOC and have been on many rallies with Ruby - BHC 502 - who has now been joined by a 1954 Commerciale, which will be more suitable for our trips to France. We are now looking forward to the forthcoming year and once again meeting up with the many friends we have made during the course of the last seven years.

We would like to wish everyone a happy and trouble free New Year.

Mick and Moira Holmes
Carlton, Nottingham.



Dear Richard,

I understand you are the new editor of Floating Power, following the recent debacle. May your own editorship herald a return to a more positive and fruitful atmosphere in the TOC and on the pages of Floating Power!

I enclose some digital photos on disc, taken at the annual rally in Hertfordshire by my friend Mike Connolly. Hopefully they are of use for the magazine. I was only able to attend on Sunday at Haileybury and enjoyed the day very much indeed. Many congratulations to Pat and Paul for finding such an interesting venue and for the hard work they put in to make the event so enjoyable.

I was mightily impressed by Derek Fisher's Big 6, a worthy winner on the day. The enclosed picture shows the interior of his car - absolutely gorgeous with those picnic tables in the back of the seats - and the trio of small boot 6's in attendance - my own, Marcus Lascance's and of course the Fisher's. A rare gathering which we must repeat.

Tony Stokoe
Reading, Berkshire.



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.

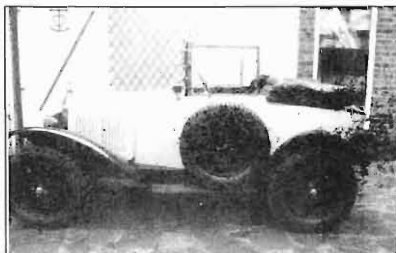
CARS FOR SALE

For Sale - 1956 11BL French LHD. Restored engine, clutch, drive shafts, brakes, sills and door panels, good reliable runner. £2000 ono Sarah Patrick 0118 972 1014

1955 Onze Legere reg JVS 438 (5998 MF 94), black 11d engine full MOT, lovely drive, 1953 Light 15 reg TPA 575 for restoration with spares, tools, manuals. £7000. Write for full details to: Derek Steele, 16 Lyttelton St, Barbourne, Worcester, WR1 3JN.

Light 15, Slough Built 1950 - The car was totally rebuilt by the previous owner (Jonathan Howard) and fitted with a 1964 DS engine and 4-speed gearbox. A fast, very well maintained and reliable car, it typically covers 100 miles a week. £5300 ono. Tel: 01993 871441(day) 01608 737820 (eve)

1923 Citroën 5 C.V. Cabriolet - Fully restored engine & gearbox rebuilt, MOT, spares. Yellow/black. £6000 or possible exchange with Traction Avant. Contact M. J. Diplock: 0181 464 0134 (eve)



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

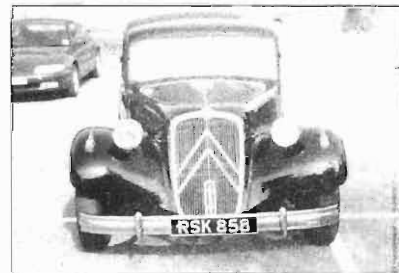
Tractions... a selection always in stock. For further information contact Steve Southgate 0121 357 2256 (evening) 01902 495 758 (office hours)

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.



WANTED

Wanted - For 1949 Big 6. Bluemell steering wheel, with centre securing boss if possible. Contact Tony Stokoe on: 0118 973 3703

Wanted - A full set of French wheels are still needed for an Onze Legere (1953).
Please contact D. Steele on 01905 22171

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)

PARTS FOR SALE

For Sale - Rot free panels for 1951 11BL LHD Body shell **£500**. Front wings **£350** pair. Rear wings **£150** pair. Doors **£75** pair. Pre-War bonnet **£100**. 4 Pilote wheels with good Pilote tyres **£200** set. Recon s/rack **£75**. Good seats **£150** set. Above all finished to high standard. Lots more available, free list (priced, details etc) from Vic 01209 821979 Evenings (Cornwall)

For Sale - 2nd hand rubber tyre in good condition (not cross ply) for Lt15. **£18.00**
Tel: Keith Boyes 01482 631088

Slough 6 Parts - Drive shafts, 2 pair with a selection of inner cardans, £200 the lot.
Clutch plates, selection of new and used £50 the lot. **Air Filter**, oil bath, Slough cars, £10. **Radiator**, requiring attention, £50.
Seat covers, set for front and rear in leather cloth, £25. **Oil filter cartridges**, Fram C3 and C4 at £6.50ea. All prices negotiable.
Contact Derek Fisher 01225 429533 (eve)

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

"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.

MILLENNIUM SALE: SPRING/SUMMER CLEAROUT
PANELS: 1 Bonnet Six - £100. 1 Bonnet Big - £100. 1 Bonnet Light - £75. 1 Big Boot - £75. 1 Small Boot - £50. 1 Nearside Big 15 - £100. 2 Nearside Light 15 - £50. 1 Offside Light 15 - £50. 1 Offside Rear Wing - £65. 1 Inner Wing as New - £25. All the above are ex. condition, but front wings need some work.
NEW PARTS: Diff Pinions - £20ea. I&E Valves - £5ea. Phosphorbronze Guides - £3. Outer Track Rod End (Sockets) - £10ea. Clutch Operating Arm - £10ea. Dynamo Brushes Various - £1ea. H. Van Drum £20 (1 only). Various other new gearbox shafts and pinions (please ring or write).
USED: Axo alloy front/rear kick plates good - £10ea. Engine timing £5 (alloy or cast cover). 2 French air cleaners - £10. Exterior door & boot handles suitable rechrome - £5. Sev wiper motor - £5. And many other parts both new & used suitable for French built/Slough cars.
Tel: 01274 683848 after 6pm & w/ends or write: Stan Platts, 1A Moorlands Rd, Birkenshaw, Bradford, W. Yorkshire, BD11 2BH, England.

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 rdw@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
Silentblobs £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

OTHER

For Sale - Workshop manuals for Citroën 6, Slough model 1951/52. Surplus to requirements. Tel 01244 341043

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

Photocopy of Lucas equipment and spares details (illustrated) for 1950 Light 15, 6 pages includes wiring diagram. Post paid £3.00 each. Same for Big 6, available on request. Contact M Vickerstaff 01209 821979

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

TOC ART

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



