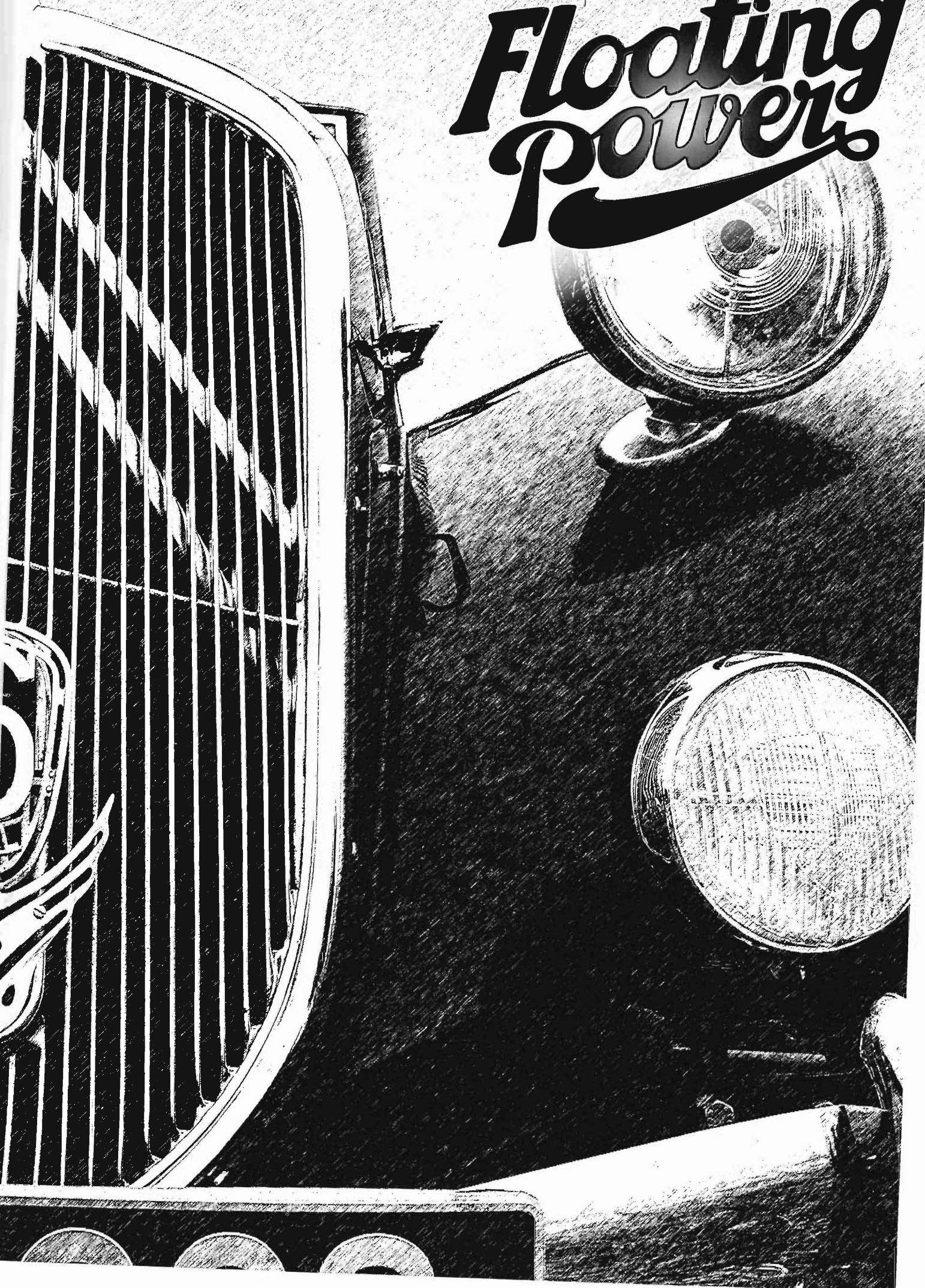


march 2000

Floating Power



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

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Club Tools are available in these areas



Approximate position

For details of area meetings, please
contact your local organiser

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Editorial

Remember the "Fred Pontin" TV commercials, "**Remember, book early!**" Well this is relevant to the TOC too. This year as you will see from the centre pages there are numerous local, national and international events arranged by willing enthusiasts to the benefit of us all. You will appreciate that it takes a great deal of effort to organise an event - usually taking up a considerable amount of spare time and sometimes work time too. All this effort and you don't know how many will turn up. Just a quick phone call is all that's needed if you think you might be interested in attending an event. Organisers can then scale up or scale down depending upon the level of interest. Please don't leave it until the last week before applying to join. You may think you're the odd one, but then so may 30 others. There are venues to book, menus to choose, routes to find. The odd one at the last minute can usually be accommodated, but now with growing membership a little forward planning would be appreciated by all. Let's make the year 2000 a Traction touring year to remember.

Ed.

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Southgate Six
Photo: Tim Andrews, Classic Cars Magazine

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'Brick' in this instance means a two masted sailing ship, with square sails.

New Members

We welcome the following new members to the TOC and hope you enjoy meeting fellow enthusiasts and making new friends.

- 1623 T.J. Mann, Ringmer, E. Sussex
- 1624 A.N. Jeffares, Crail, Fife
- 1625 M et E, Sculley, Naperville, USA
- 1626 M.J. Diplock, Bromely, Kent
- 1627 J.C.R. Perry, Bury St Edmunds, Suffolk
- 1628 R. Barnett, Blackfield, Hants
- 1629 A.J.S. Robison, Cardiff, S. Wales
- 1630 D.W. Harrison, Redcar, Cleveland
- 1631 P. Arnold, Whyteleafe, Surrey
- 1632 M. Tucker, Ilkeston, Derbyshire
- 1633 R.M. Wilton, Margate, Kent
- 1634 B.J. Connolly, Crewe, Cheshire
- 1635 E. Forward, Los Angeles, USA
- 1636 E. Forbes, Hadliugh, Essex
- 1637 A. Burnett (Junior), Aberdeen
- 1638 S. Holland, Silsoe, Bedfordshire
- 1639 F.J. McGreevey, Ballymena, N.Ireland
- 1640 T. Tibbles, Northolt, Middlesex
- 1641 J. Cooper, Hackney, London
- 1642 A.H. Fletcher, London, N3
- 1643 C.G. Edwards, Headley Down, Hants
- 1644 R.G. Arthur, Bristol
- 1645 C.R. Standing, Burcot, Oxon
- 1646 P.L. Stanton, Denby Dale, Yorkshire
- 1647 T. Bible, London, SW15
- 1648 J. Harrison, Catsfield, E. Sussex
- 1649 D. Burridge, Sandwich, Kent

Chairman's Note

March 2000

Alec Bilney

I have been impressed lately at how the TOC area sections are planning ahead for social programmes for their members. This is a wonderful development. Advance notification to the magazine allows those from further afield to attend if they happen to be in the area, or have a spare day. If only there were more weekends in a year !

Membership renewal forms are included with this edition. It will help Peter Riggs a great deal if he receives completed forms as soon as possible. Happily, the subscription rate is unchanged, and membership remains very good value.

But there is a new addition to the form. The AGM agreed that the club could let interested members have information about other members who live nearby. This information will have to come from the computer database, and to comply with the data protection act, it is necessary for each member to give written permission (or not, of course). Therefore, even those who normally rely on a direct debit mandate will need to send in the form this year. Other clubs have made a list available to their members, and it has been generally welcomed. The Committee is aware of some people's concern, however, and the initial intention is for names and addresses only to be included, with perhaps telephone number and car model type if found appropriate. Anyone requesting a list will be reminded that the information is confidential and for the club member's use only, and there must be no commercial exploitation. You may be pleasantly surprised to find that there is another Tractionist in the next road to yours.

In early February, I had the opportunity to attend the FBHVC's Motor Clubs Forum, held at the National Motor Museum. It is designed to report experiences, and to provide advice and guidance to what are essentially amateurs running small car clubs in the audience. The speakers were all themselves officers of small car clubs, and were clearly interested in their subjects. Some 60 people from a variety of clubs listened to them.

Matters addressed ranged from how a club could become a Plc; the workload on a treasurer; getting material for, editing and publishing a club magazine; and the possible consequences of trading in spares and club artifacts. Some thought-provoking points were made, and if the purpose was to allow all clubs to learn from what some have learned the hard way, then the Forum was a success. I have made a report to the Committee, and feel the TOC will gain.

I wish everyone a summer of happy Tractioning, preferably under sunny skies.

Diamonds are forever!

Two new members of the Traction Owners Club have fallen in love with their new acquisition. It's an absolute diamond of a car, albeit not air conditioned with power steering and ABS. Of course the husband has done most of the initial driving, but his wife is just starting to get acquainted with the niceties of heavy steering and reluctant braking of such a classic masterpiece. However, on their last outing the husband (as co-pilot) was alarmed at a disconcerting and expensive-sounding noise whenever his wife applied the brakes. It turned out however, that the noise did not emanate from the car, but from the driver, who was making "will it ever stop" noises.

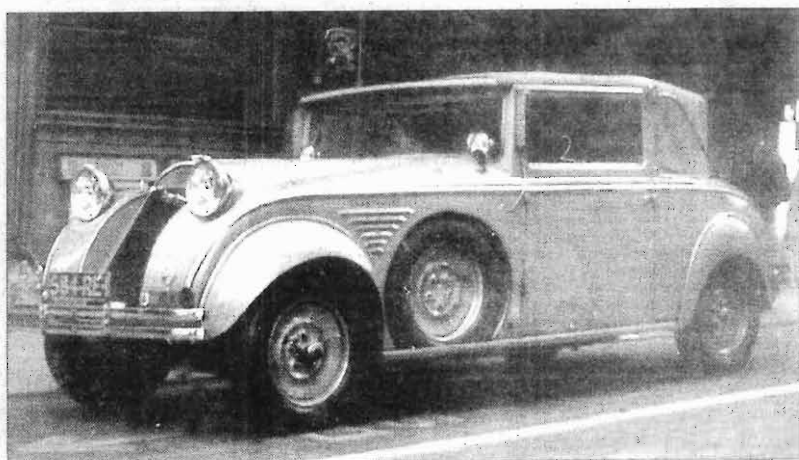
The Midnight Sun

A trip to Norway next year to tour the North and see the Midnight sun is being contemplated. Apparently early June would be a good time. We would cross from Newcastle to Kristiansand and return to Newcastle via Bergen thus cutting out some driving time. It would take about a week to complete the journey, the speed in Norway is generally 50mph which would suit our Tractions. There are plenty of campsites en route, which also have Log cabins to rent at reasonable rates. Petrol is now about the same price as the UK. Should any members wish to consider coming on this trip, they should ring Mick Holmes on the Helpline number, 0870 012 2002, he will then make enquiries as to Ferry costs for a block booking. There are quite a few Tractions in Norway and we have a contact there who would be able to give help and advice for such a trip.

Reprinted from the Daily Telegraph - January 2000

MYSTERY MOTOR

Let Honest John identify that historic machine



Difficult clues that led to the Citroën C6

I DISCOVERED the enclosed photo among my late parents' effects. It means nothing to me, but do you have any ideas?

J.M., Hove

THIS Mystery Motor is worthy of the name, as it has taken nine months to identify! The National Motor Museum at Beaulieu knew the bodywork was by Guillaume Busson, but

could not help with the chassis. *The Automobile* magazine ran an appeal, and the answer is that Busson bodied a 1929 Citroën C6 and a 1931 Delage 14HP Type 108 with identical *aérodynamique* bodywork. Since this car lacks the distinguishing features of the Delage, G.C. of London N10 concluded that it must be the Citroën C6, which had a 2,443cc six-cylinder, side-valve engine.

Wedding Register

We have had a few enquiries from members wishing that their cars be put on a Wedding Car Register. Details are to be given out on the Helpline to anyone wishing to hire a Traction, but we have not yet covered the whole country. Anyone who has not yet made contact with their vehicle details, should do so as soon as possible. It is understood that several of the Classic Car Insurance Companies will allow for a limited number of Wedding Hires a year without additional cost, a check would need to be made with individual Insurance Companies first.

Contact Mick or Moria Holmes on the Helpline 0870 0122002.

Spares Details

Following incidents where payment has not been received for goods despatched by the Club Spares, it has been determined by the Spares Committee that for orders in excess of £50, payment must be received before the goods are despatched. This can be either by Cheque or Credit Card. The club will further decline to accept orders on credit for smaller sums from those few members who have a history of non-payment.



Twelve go to Retromobile

John Ogborne goes off to Paris with his pals

(With apologies to Enid Blyton)



CHAPTER 1

Terence and John were so excited. Uncle Peter had telephoned to say that there were two spare seats on the minibus going to Paris for Retromobile. What a jolly time lay ahead! There was hardly time to write a shopping list - distributors, door handles, adjustable top ball joint adapters, door catch springs and all sorts of strange rubber goodies - and only a few days to go.

John lay awake the night before they were due to go; sleep seemed impossible with the prospect of what was to come. Eventually the day dawned bright and clear with just a few fluffy cotton-wool clouds racing across the blue sky. Oh dear, yes, they were racing rather fast and the man on the wireless said something about Dover, Portland, Plymouth, gale force 8 ... Most of their chums were coming from London which seemed terribly important to Terence and John who were just

country lads. So, with a few colliwobbles they set out for Portsmouth and headed for the inn where they were to meet the others, but little did they know what lay in store for them. Disaster! The inn was shut up with scaffolding all over it and looked as if it might hide smugglers or others up to no good. Would they never meet up with the others, would they never see Retromobile and, worst of all, where could they get a beer? But good old Terence spotted another inn and used his mobile telephone to tell Paul where they were and so the day was saved - phew!

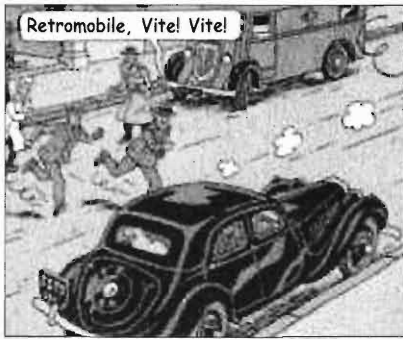
Now at last it was time to get on the boat, so Terence and John clambered into the bus and said hello to their pals from the big city - what a laugh this was going to be. It was jolly cosy inside the bus - all squashed up facing each other - but they were soon on the boat and heading for the cabins. The two country bumpkins ended up with Paul and Steve and as they

stowed their kit bags they wondered if there would be pillow fights and a midnight feast. After a scrummy meal in the dining room it was time for a nightcap or five and a chance to listen to a rather fine jazz band before the sandman got the better of our intrepid crew.

"Ding Dong". It was already half past five in the morning and time to get up - you can imagine how they all leapt out of their bunks and hurried off to breakfast. The adventure was really starting now because they would soon be in a foreign land - gosh, if only they had worked harder at French instead of bunking off lessons. The bus rumbled off the boat and set out towards Paris on the Autoroute.

CHAPTER 2

"I'm sure the sun's in the wrong place" said Tim. The others looked worried and Peter, who had the important job of navigating, scabbled for the map. Tony



the driver - the most important job of all - looked puzzled and rather cross and after lots of instructions and turnings, the sun appeared on the other side of the bus. "Oh deary, deary me" said Tim "this still isn't right, we should be over there," pointing to the other carriageway. In the end, after dozens of roundabouts and a few naughty words, they found the right road and spirits rose as they stopped for another breakfast in a quaint smoke-filled French betting shop. After a funny foreign breakfast it was time to continue the journey and in no time at all they were



whizzing round the peripherique and looking for a space to park the bus. Tony found a space that all the others said was much too small - how they looked forward to seeing him hit the other cars! But Tony was right and the bus was a snug fit in the space so they all said what a jolly fine driver he was after all.

The excitement was almost unbearable, but they were now inside the exhibition hall and stretching out before them was a vast array of vehicles of all shapes and sizes. First stop had to be the Citroën stand; there were experimental V6 and V8 engines originally intended for the DS, examples of most models including an early Traction and, believe it or not, a small helicopter. There was a club stand selling magazines, videos, badges, umbrellas and other Citroën merchandise.

Renault were well represented with a wide range of historic vehicles and most interesting were two recent concept cars that looked very elegant indeed. Other notable exhibits included Bugattis and Ferraris and what had to be the largest Hispano Suiza ever made - it was huge with a bonnet that looked as long as the rest of the car. There were numerous

stands selling models at prices that varied from a few pounds for the small straightforward ones to several hundred pounds for large examples containing minute details. Book stands abounded selling magazines, original handbooks, old advertisements and posters. Memorabilia of all shapes and sizes was in plentiful supply ranging from "Yacco" oil cans to obscure club badges from the furthest, darkest corners of the French empire. Most unexpected were the boats; sleek 1930s wooden speedboats that conjured up visions of sophisticated Italians cruising around the Mediterranean with beautiful ladies adorning the mahogany decks.

Time for lunch and a pleasant surprise. Who should turn up but a happy and healthy looking Brenda and Dennis? They had driven up from their home in central France to meet the merry band and so a wonderful time was had catching up on news and gossip. Bernie also popped up from nowhere and rumour had it that Mike the rubber man was somewhere about. Lunch consisted of scrumptious pork rolls washed down with French beer - just what was needed to sustain them for the rest of the day.

Best of all were the stands selling new and second hand spare parts. Claude Renel, Depanoto and NeoRetro between them displayed a huge range of Traction parts that filled several happy hours of digging and delving, not to mention a certain amount of anguish over what purchases could be justified. Questions would undoubtedly be asked back home about the size of the credit card account!

CHAPTER 3

All good things must come to an end and Retromobile was no exception. At five o'clock it was time to say goodbye to Brenda and Dennis and the weary but happy band made their way back to the bus and set out on the long road back to the boat. But the fun was not over yet - it was time to have a slap-up meal in Honfleur at the restaurant where some of the boys had been in previous years. Whoops! The restaurant was in total darkness just like the inn in Portsmouth - perhaps this was where the smugglers

accomplices were based - gosh what an adventure that might turn into...

Another restaurant was soon found and they tucked into the fine French fare with lashings of pop. After saying fond cheerios to the friendly waitresses, the bus, which by now was getting rather tired and showed its anger by screaming at them with its clutch thrust bearing, wended its way over the shiny new bridge to Le Havre. There was a jolly policeman at the toll booth on the bridge who had a long talk to Tony but after asking him to blow up his balloon he let them go on their way (much to Tony's surprise) so that they would not miss the boat.

So at six o'clock the next morning the dizzy dozen arrived back in Blighty and Terence and John found their car and went home to the country. They would dream of this day for many months to come and could hardly wait to get home to fit their purchases onto their Tractions. How smooth Terence's engine would be with its fine new distributor and how elegant John's Normale would look with its new shiny door handles. If only he had bought the bonnet catches as well and the ball joint adjusters and the new wiper arms and the rubber mats and ... but on the other hand he did have to explain the credit card account to Lynda!

(Oh, the lovely Linda. But then that's another story for bedtime. Ed.)



Acknowledgements to: Enid Blyton, Eileen A. Soper, Hodder & Stoughton Ltd.



Diamond or Classic? Both when you get a diamond of a car.

Standing on new ground

by Christine Standing

My very first car was a 1932 MGJ2. A cute little thing with a leather strap to hold down the bonnet. I was aware that as a teenager and a female, this interest in classic cars was unhealthy. For a start, I am sure the trick in turning that car was to lean in the direction in which you wished to travel; the steering wheel had little to do with it. When my father dismantled the cable brakes to 'have a look' he discovered they were holding on by two remaining threads. Very unhealthy, but by then I was hooked.

In due course I grew up. Family pressures and work constraints led me to adopt more sensible cars but my husband Peter was always aware of my reaction to seeing a classic on the road and the inevitable plaintive cry - "I want one..." He's a generous guy and has wanted to buy me a diamond ring for some time. A month ago he uttered the unwise words "What would you prefer a classic car or a diamond ring?" No contest. Definitely the car. One of those rakish

'French Resistance' cars. A Traction Avant. By coincidence the magazine Practical Classics was running an article by John Gillard on the Traction Avant. I left it lying around the house ... open. He took the bait.

"Well, shall we pop over and have a look dear?"

"...rather...."

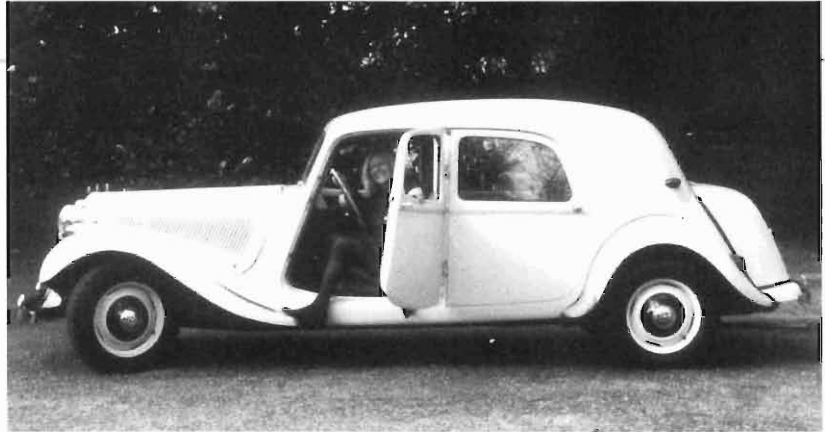
In the meantime I searched the web for information; found TOC and the helpline. Mick Holmes filled me with information and put me in touch with Robin Dyke in the next village to ours. More information. (keep it coming guys!) Then Robin and Sue invited us over to view his smart Light 15. I'd swear his voice took on a certain innocence as he asked whether we'd like a trip up the road. I made sure Peter was sitting in the front seat to gain the whole experience and hear all of Robin's words. We floated over the rolling South Oxfordshire countryside. And Peter was hooked too.

We visited John Gillard who was generous with time and information and showed us many styles of Traction. I was impressed with my husband's technical questions and knowledge. (How did he know so much?) John told us not to be in a hurry. He had a fair idea of what was wanted and would keep an eye out for something. Our next foray was to Steve Southgate. He left us to marvel in his showroom for a while. Here there were temptations beyond endurance. When he joined us we were like three kids in a sweetshop, cooing over the different types and colours, gleaming chrome and sturdy engines. A Frenchman who happened to be visiting considered them to be object d'art. And they are. So when Steve offered to take us out onto the road again I made sure my husband was again in the front seat.

I am now the proud owner of a beautiful 11b Normale thanks to Peter and Steve. However, I must say the process of acquiring it was a strange one. Never



Nonchalant husband seeks one too.



Christine demonstrates additional braking routine - door open with foot to the floor!

before have I encountered such a reluctant seller; never before have I felt so guilty about purchasing. Have I ever apologized for buying before? Initially Steve had declared that he wasn't breaking up his fleet. Then he softened and pointed out one or two that he might let go. As we became more interested in the immaculate XSU 544 he wondered whether it was needed for a booking. It wasn't. As they talked money Steve looked like a man about to sell one of his own children; I felt the least I could do was offer him visiting rights.

Initially I had become a member of TOC in order to find information and gain help to buy the right car. Peter had viewed my 'madness' with benign indifference. When The Club information arrived it was in my name - naturally - but Peter was strangely upset. I frantically e-mailed membership to put right my mistake and put it in joint names because by now he was totally involved and loving the different forms of Traction, longing for one of his own.

I want to thank all those TOC members who have been so generous with time and information, especially Robin and Sue Dyke who came to admire the car and aid me during my first outing - an emotional mixture of terror (without servo on the brakes) and nostalgia, as the old familiar smells and sounds reactivated feelings deep in my psyche.

Thank you.

Looking forward to meeting you both at forthcoming events. Ed.



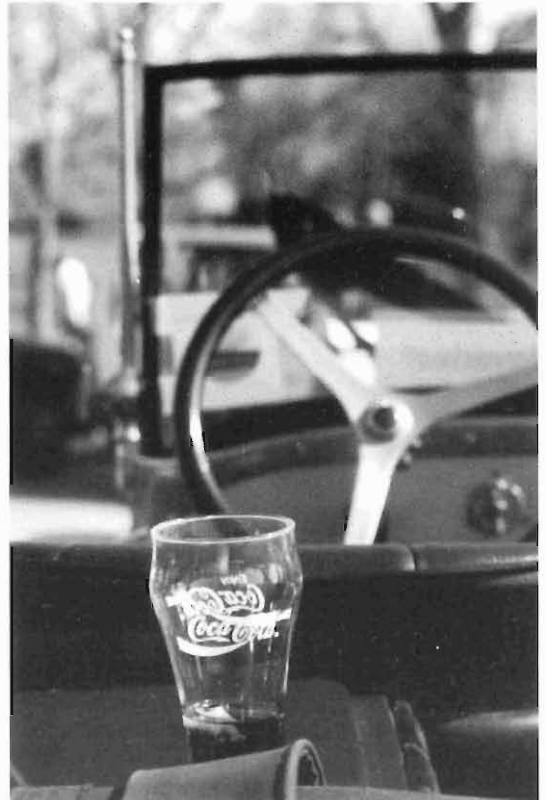
Peter Standing caught stealing the wife's car.

tocgallery

South Midlands Section, Meet at the Six Bells - photographs by Christine Standing.



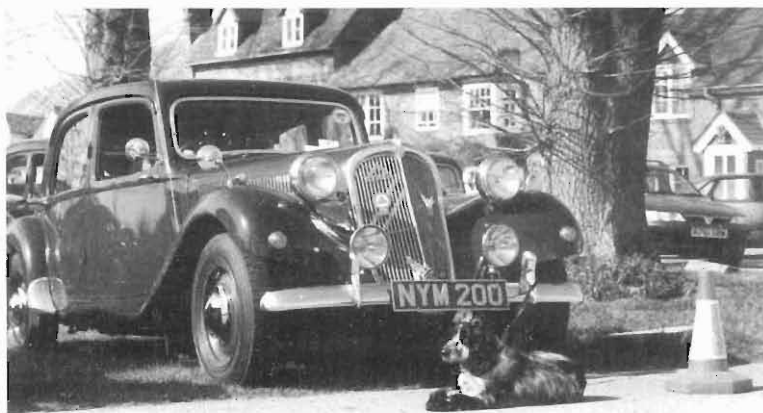
A place of worship



A drink, driving



Clive Hamilton - Gould's 1920 Type A



Original Traction Dog Guard



Young enthusiast!

tocsection scene

There are so many major plans from most sections for the forthcoming season that Section Scene runs to four pages this month. Well done to the organisers and happy Tracting to all. Remember, all sections welcome any member so contact the relevant organiser if you would like to join a particular event.

South Midlands section



March - A meeting of old Citroëns was held on Sunday 19th March on The Green at Warborough in South Oxfordshire. The village around the Green is absolutely picturesque, and this time of year the verges are ablaze with daffodils. From just before midday, assorted Tractions started to arrive, and were parked on the Green by the thatched Six Bells. Word had spread, and quite a crowd of spectators gathered. Amongst them a well known TV Weatherman, and so we were assured of splendid weather. Clive Hamilton-Gould's white 1920 Type-A was parked in the place of honour nearest the pub. Our corner of The Green soon filled up with 17 Tractions dating from 1936 to 1956. A very smart Bentley was welcomed, but wasn't too keen on my idea of painting chevrons on his bonnet. But the most dramatic entrance was the high speed arrival of a blue 1924 Cloverleaf packed with Richard Bell and his family. Members who had travelled distances of up to 60 miles from London, Bedford and Marlborough soon settled down to a natter and some refreshment. Only a few cars didn't make it, but their owners turned up, and were soon having their problems diagnosed. As usual there were quite a few heads under bonnets, and I don't think I saw any carburetor and air filter system that matched any other. The meeting dispersed quietly in the mid-afternoon with the hope that we can do something similar again. My thanks to everybody who came. I will be very happy to organise another meeting, and if not later this year then certainly next year. I am hoping that someone will suggest another venue perhaps towards Dunstable or Broadway.

July - On Saturday and Sunday 15/16 July there will be the annual Steam Rally at Woodcote in South Oxfordshire. Woodcote is just off the A4074 about halfway between Wallingford and Reading. Besides steam engines there are classes for tractors, lorries, horses, veteran, vintage & 1940-1965 cars and motorcycles. Entry for exhibitors is free if we book in advance. You can go either or both days. Last year the judging and parade for the younger cars was on the Saturday. They teased me quite a lot for being the only French entry. Booking starts at Easter.

Also on Sunday 16 July there is the Kingston Bagpuize Show. Kingston Bagpuize is at the intersection of the A420 and the A415, just west of Abingdon in Oxfordshire. This is a new Classic Event 2000 run by Greenwood's Exhibitions. Entry is free for a club if booked in advance, and subject to certain conditions (such as at least a month's notice and a minimum of 3 cars for a club pitch).

I would like to go to Woodcote on the Saturday and Kingston Bagpuize on the Sunday. If anybody else wishes to go, please contact me and I will make the bookings.

Robin Dyke Tel: 01865-858555

Email: robin_dyke@compuserve.com

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.

tocsection scene

Mid-Shires section

May 1st - Display your car, and join the cavalcade with Burton Classic Vehicle Rally 2000 at the Bass Museum to help raise money for charity. There is a charge of £3 per vehicle and £1 per passenger over 16 (driver goes free) which gives admission to the whole rally and the Bass Museum. Food and drink is available from the Museum's bars and the Wheelwright's restaurant.

May 7th - gives you a chance to show off your car in the first ever Battle of France display at the Shuttleworth Collection, Old Warden, Beds, (from 2pm until 5.30pm) with a concessionary charge for drivers and passengers. Arrive around 11.30am and park, picnic in the delightful picnic area and then view the Collection. I will need to know now if you want to attend.

May 27th - 29th - the Bank Holiday Weekend has been chosen for the Lakeland Rally. Send a large SAE (52p) to Malcolm Bobbit for an information pack.

June 4th - is the date for the 22nd High Peak Historic Vehicle Club run (54 miles). Always a good event, plenty to see and lunch etc is available in the Bull i'th Thorn where we assemble. To book a place contact Chris Howarth on 01298 26958.

June 11th - we will meet at Carsington Water for a picnic in beautiful surroundings. The visitor centre is very interesting with plenty to see. A relaxed afternoon with time to chat to friends.

June 13th - come to The Old Brewery, Somerby to feast your eyes on an amazing variety of classic and vintage vehicles; no charge. You can buy a burger to eat while you are gazing and drink your fill of Bugattis, aero-engines, you name it, it will probably be there.

July 8th - Support Droitwich in Bloom week by displaying your car in the Spa Autoclassics 2000, parked in the forecourt of the Worcestershire Brine Baths Hotel. Lots going on: Morris dancers, a handicraft market and a County Beer, Cider and Wine Fest. Another event for which you need to book early.

July 11th - View the variety of vintage vehicles at Somerby again.

July 20th - 25th - The long awaited Chocolates and Champagne Millennium tour, stopping at Bruges, Reims, Epernay and Le Touquet. Viva La France - I'll drink to that!

August Bank Holiday Weekend 25th - 28th - The TOC Annual Rally at Astley Green near Manchester. Barrie Longden is organising this so you'll be sure of having a great time (and lot's of great black pudding)! For details see Floating Power.

August 28th - St John's Ambulance Invitation (only) Classic Car charity fun day and parade at Grimsthorpe Castle. Please let me know if you wish to take part.

Helen Brixton
Evington, Leicester.
0116 220 1095

Peak section

Time to update you on our local events. As usual we will meet every first Sunday of even months.

April 2 Treasure Hunt

We will meet, as usual, at the Bull'i'thThorn for lunch. Then at 2.00 you will set off on the Treasure Hunt - eventually ending up at our house for Afternoon Tea.

May 1st Carole Green has details of a Classic Vehicle Rally at the Bass Museum in Burton on Trent (in aid of charity). If you want to go please phone Carole 0121 783 8485.

June 4 High Peak Run

The HPHVC is holding its annual run. The route is 54 miles through the Peak District. You need to be booked onto this event so contact us asap.

August 6 A Barbecue

This will take place at James & Jaynes home in Westlands, Staffs. I need numbers wishing to attend by the end of July. There will be a charge to cover the food & drink.

August 25 - 28 Annual Rally in Manchester.

Do support our own Barrie Brick.

October 1 Any ideas?

December 3 Christmas Bash in Walsall

We probably won't meet in December if the Walsall event happens.

Bev & John Oates

01629 582154

Email : peak.toc@virgin.net <mailto:peak.toc@virgin.net>

London section

Tuesday 25th April - Club Night, Rose of York, Petersham Rd, Richmond

Monday 1st May - Charity Transport Spectacular at Cheam Park, Cheam, Surrey (bring picnic).

Sunday 21st May - Leonardslee Gardens, Lower Beeding, Nr Horsham, West Sussex - (joining local 2CV run). Meet at Hampton Court station 10am.

Tuesday 30th May - Club Night - Rose of York

Sunday 11th June - Filching Manor, Willingdon, Nr Eastbourne

Tuesday 27th June - Club Night, Rose of York

Tuesday 25th July - Club Night, Rose of York

Sunday 13 th August - Selbourne/Water Cress Line

Tuesday 29th August - Club Night, Rose of York

For information on anything listed please contact Pete or Sue Simper - Day 8am - 6pm: 0181 560 3267 or
Eve 8.30pm - 10pm: 0181 891 1093.

Welsh Borders section

March 12 - Borders Tractoneering kicked off 2000 with a Sunday lunch at The Cook House, Bromfield on March 12th, 23 members and non members booked to come.

July 8 - Our tour of Welsh Mountains Roads will run again this year on July 8th. The Tour will explore some more remote Welsh lanes with a couple of stops along the way at places of interest for refreshment. We will find you some more enchanting views of the Principality and perhaps take you to places undiscovered by you! We will probably meet somewhere in Mid-Wales to start and finish at the Spout House for supper.

August 12 - We have been invited to Lower Nash Farmhouse again for Boules and Barbeque, August 12th is the date, don't miss it this year it was a superb afternoon and supper! To show interest please ring Roland or Anne on 01584 810128.

Our third event of the year, I am hoping will come from you, yes you, would someone like to volunteer to organise one more event, it will be entirely up to you, ring me to give me your ideas!

We have a hard core of a few tractionistes, just 6 or 8 members who join in with our activities. We mail to a list of 35 members who roughly correspond to Welsh Borders and to some that live much farther away. Please, if you are fed up with getting Welsh Borders bump please let me know, or if we did some different form of activity it would make you attend please let me know. If it wasn't for the attendance of other non Traction enthusiasts it would hardly be worthwhile. Perhaps I'm coming from the wrong direction, I am not a polish'em, park'em up and talk like an anorak about them. The best way to enjoy a Traction is to drive it, the Sunday bit of The Annual Rally is just so boring! Does anyone agree?... I'll get me coat... no seriously, has the club ever considered a competitions section? Many much smaller clubs than TOC run trials, rallies and take part in sprints! Many clubs encourage members to run in chosen events by having a speed Championship (yes I know the word speed and Traction should never be used in the same sentence!). Food for thought!

Happy Motoring

John Worthing 01584 831239

Please let us have your thoughts on this controversial subject. Ed.

Scottish section

May 7 - The first event of the year north of the border will be the second annual Spring Lunch Run, starting again at Caithness Glass, Perth on Sunday 7 May 2000. Arrive from 9.30am for a 10 o'clock start. The Highland route of around fifty miles will roughly follow the River Tay and finish near Pitlochry with lunch at Moulin Inn followed by a guided tour of the hotel's brewery which produces some formidable real ale! Chris & Heather, the hotel owners are avid classic car enthusiasts who compete regularly in events such as Le Jog and RSAC 1000 mile trial. Whilst on the subject of section events, we still have a couple of spaces in the social calendar during the summer, so if any Scottish member feels inclined to offer his/her services in organising something/anything legal, please get in touch.

The more sober/awake/alert among you may have noticed a change of name on the Scottish Section TOC Contact page. Throughout many years of what must sometimes have seemed like "flogging a dead horse", Ian Nairn has patiently kept the Scottish scene alive during a period when the number of cars on the road was woefully small - no mean feat for someone who inherited the job along with the car when he bought it from Alan Hay! Now that things are picking up and numbers are on the increase, Ian has decided that this is the right time to hand over the reins. Thanks are due to Ian for all his past efforts and we are sure that he and Wendy will continue their support of our events (they are still keeping the Traction!).

July 15-16 - We are planning to run a Scottish section display of cars at this year's "Wheels of Yesteryear" which will take place on Saturday/Sunday 15/16 July at Dalmeny House, South Queensferry, Edinburgh. The venue is beautifully situated on the banks of the Forth estuary just below two bridges. A camping pass gives access to a weekend pitch with barbeque, bike run and 3-piece band on Saturday night. There's an excellent Sunday autojumble as well as the concours on the lawns of the mansion house - names please (not all at once!). This could well form a basis for a regular summer event in the Scottish calendar.

Please advise Kenny Cocker 01821 650436 or email: ken@hillfoot.fsnet.co.uk of your intention to take part.

South West section

Although I am now the contact in the SW it will take time to bring the section together. The last meeting was some time ago, the summer of 99 when about 5 cars turned up. Due to Wallboards commitments he has been unable to organise a meeting since then, although he is still a mine of useful information and I have no doubt still in touch with most individuals.

I am keen to bring more activities into the area. As an organiser for the Saab club I had stands at many of our local rallies, the club supplied various display items e.g. Banners Flags Literature. Do we have anything available within the TOC?

Issues to be discussed with local members are the following;

- Do we want to meet monthly, every six weeks or wherever?
- Do we find a base suitable for everyone or decide the next venue each time we meet? Explore interesting pubs/places?
- Do we want to produce a regular newsletter? (funding for postage)
- Are we interested in attending local events as a club?
- Fun runs/specific visits?
- Trips Abroad?
- Technical tips, outside speakers?
- Joint activities with other clubs?

Any suggestions welcome.

Malachy Bell 01626 351303. email: @malachy89.fsnet.co.uk

Ireland section

August 6 - The Eighth Annual Irish Citroën Rally will take place on Sunday 6th August 2000 around Lower Lough Erne, near Enniskillen, Co. Fermanagh.

Glorious scenery, superb cars, great crack can be guaranteed, as the Annual Irish Rally goes from strength to strength. All types of Citroën are very welcome. We will be meeting at M and S Motors, a Citroën dealership near Enniskillen, for morning coffee and driving around Lower Lough Erne, taking in Belleek, where the famous pottery is made, and the spectacular viewpoint at Lough Navar. This route follows the 4th Rally route, undertaken in 1996, so if you're in any doubt, read the review of this in the January 1997 Floating Power.

The main rally will take place on Sunday, 6th August, although a few of us are planning to make a weekend of it and arrive on the Saturday, staying at an excellent hotel, the Manor House, near Killadeas overnight. For more details of any aspect of this rally, please contact Micheal Wood on (02897) 528221. If you want to book an overnight stop too, please tell me as soon as possible so I can book this up.

*Michael Wood
Ballygowan, N. Ireland
02897 528221*

toc section scene

West of England section

This year is off to a promising start with two excellent and well-attended meetings.

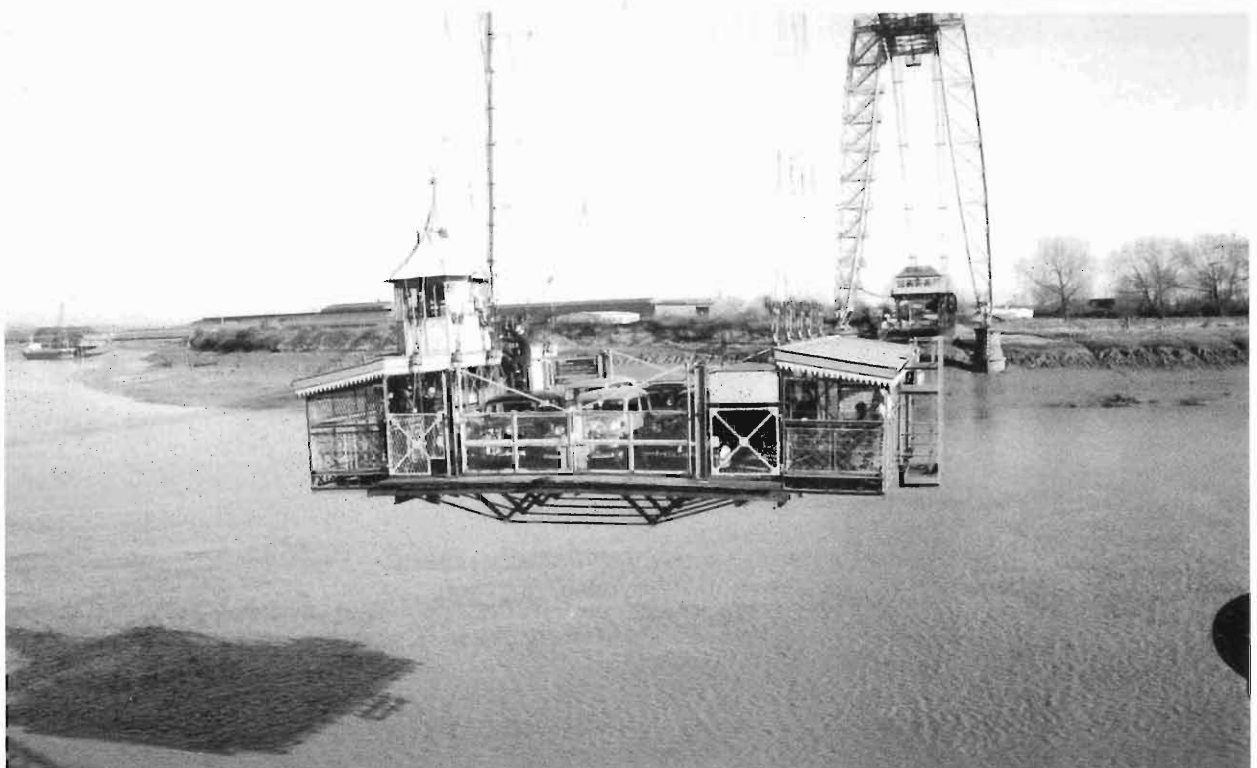
February - In February we met in the Mendip mists at the Castle of Comfort Inn near Wells. After lunch we took a short convoy drive down into the town where the afternoon was spent strolling round the Cathedral and Bishop's Palace in the winter sunshine.

March - In March, another beautiful day found us in Newport, South Wales for a visit to the Transporter Bridge over the river Usk - an inspirational suggestion by Steve Hawes who also organised the event. The bridge, which was built in 1906, comprises two 242 foot towers joined by a 502 foot long gantry from which is suspended a "gondola" capable of carrying up to 6 cars. A fascinating piece of Edwardian engineering complemented by some prime examples of 1930s automobile engineering.

We were joined by TOC member Andrew Robison and friends from Cardiff who turned up in three magnificent Alvis (Alvises, Alvis's Alvi...?). We also welcomed new members Robert and Derek Arthur and long time member Alan Smith who we have not seen for some time. All-in-all a very successful day.

April - On April 9th Meeting as scheduled at the Red Lion in Laycock, which those who attended the 1998 rally will undoubtedly remember.

John Orgborne 01749 870501



2000 National & International club events

May 26 - 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 26th-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, Cockermouth, 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 bein 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 13-16th Brittany Tour

Starts at Rennes and finishes at Le Havre, 2 days with Patrice and 2 days with Fiddler's group. Possible stay on after to Rick Blotes and visit Kallend's and Vicky Martins 2 weeks. Need numbers for "Fast Hotel" and cars attending rally. Tel/fax Tony Latchford 01245 328009.

July 20-24th Champagne & Chocolates TOC Millennium Tour

Now fully subscribed. Contact Richard & Esther Hooley for informtion 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.*

2001

June The Midnight Sun Tour

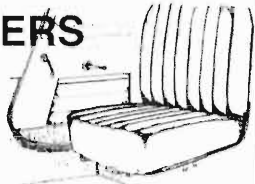
See page 5 or contact Mick Holmes: 0870 012 2002

June 23 -24th National Rally

This will be organised by John Ogborne of the West of England Section. More details later.

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 retrim, English and French cars



01264 810 080



Classic Restorations having overflowed The Arches and almost overflowing the Old Kent Road premises are rumoured to be considering the Millennium Dome as a natural progression eastwards.

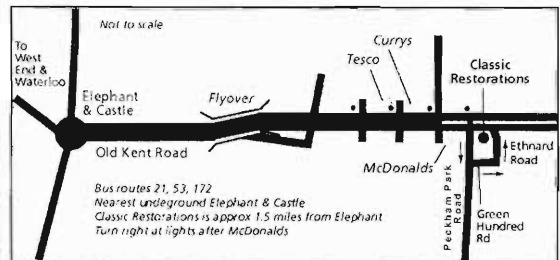


CLASSIC RESTORATIONS

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's - 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

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

Autosculpt Traction (pewter like finish) £4.50

A range of hand made Hallmarked Silver Items. Silhouette Traction's 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:

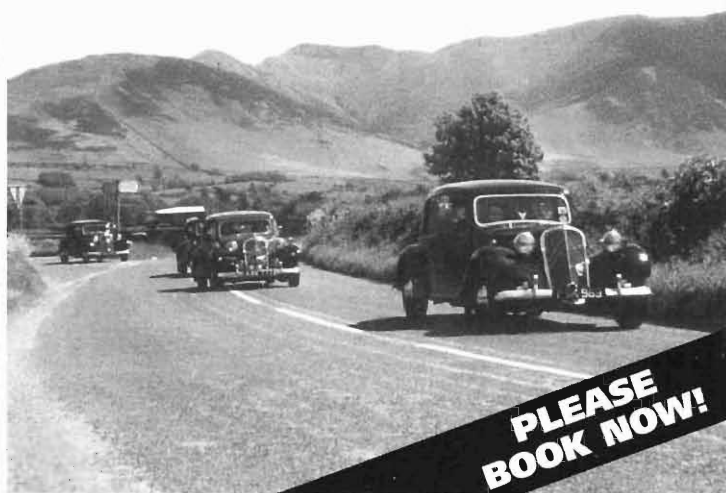


KEITH FEAZEY

21 Paris Avenue Westlands, Newcastle-under-Lyme Staffordshire ST5 2RQ. Tel/fax: 01782 618497

Lakeland Rally

May 26th-29th, 2000



**PLEASE
BOOK NOW!**

Visit the fabulous Lake District and meet friends old and new.

- Centred around Keswick & Derwent water.
- Based at Castlerigg, camping or B&B.

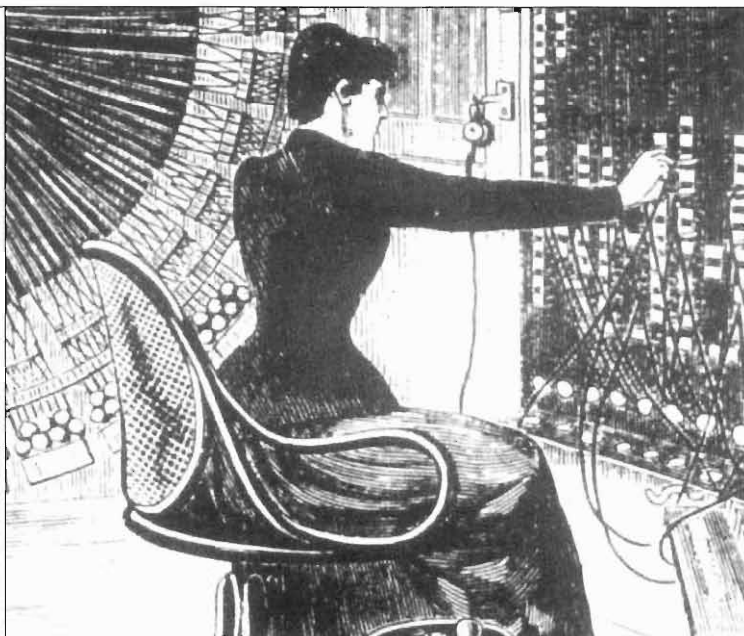
**CONTACT: MALCOLM BOBBIT, JAVEL, 4 HOLMEWOOD PADDOCK, COCKERMOUTH, CUMBRIA, CA13 0DN
TELEPHONE: 01900 825581**

tochelpline

0870 012 2002

from abroad

0044 115 911 0960



Spares update

Our last update to the Club on this subject would have been at the AGM in September [or was it Oct?], when I outlined our plans to try and increase the range and usefulness of the TOC's spares system.

We are fully committed to producing the new, illustrated parts list which the spares system deserves, by the end of this year. We want to minimise confusion when ordering and show where possible, what-fits-where. There are several good examples of the sort of catalogue we might produce published by continental parts suppliers and we have looked closely at these to select the best presentation and features. Cataloguing most of the mechanical parts common to all models is not so difficult, as the original Citroën parts catalogue has these all illustrated with accurate line drawings. The fun here starts when we want to cut, chop, rescale and invert these drawings to suit our own presentation, but we are getting the feel of this now.

More difficult for us and an aspect other suppliers have not had to contend with, is to be able to include the features found only on Slough built cars. Citroën literature showing these items seems to be relatively rare, so if any members have illustrations or photos which they feel may help us here I would be glad to hear from you.

Whilst producing this new catalogue, it does mean that the last list dating from 1996-7 [the blue one] is becoming increasingly out of date, and this is causing Chris Treagust some problems, particularly with people sending money in advance, based on outdated prices.

The committee feel that we should issue an interim list in the next magazine, which will be simply the blue one with updated prices. This should then suffice until we publish the illustrated catalogue. Meanwhile it would be really helpful to Chris, if you are not ordering by credit card or 'open' cheque, to check with him first on what the price and carriage now is. There have been some significant changes since the blue list was published!

At the AGM I also outlined our intention to offer a range of reconditioned units, rather than the 'single' items which tend to dominate the spares stock at present. We feel that it would be more useful to members to have some items as quality 'off-the-shelf' exchange units, rather than them

trying to obtain all the parts to do a d-i-y job, or waiting to have their existing unit reconditioned, with the car out of action.

We have agreed on what we believe are the appropriate and realistic items to start this scheme off and are now negotiating to obtain an appropriate quantity of reconditionable items to provide a working stock for the scheme.

The total list of items is shown below, but their introduction will need to be phased as we are able to make them available. We will obviously need to cater for the needs of both French and Slough cars and where some items [eg french distributors] may be still be readily available new, we would not anticipate reconditioning these at this stage. Again the mix of Slough and French is a complicating factor for this club!

At present our most urgent item is reconditioned brake shoes as the club has virtually no stock of these, only linings for fitting.

We feel it is important that items are reconditioned to a high standard, which means that we will need to set specifications for the finished job and take some care over who does the work for the club. Whilst we may admire the work presently carried out by members such as Dennis Ryland and Roger Williams who are currently keeping our cars going, it would be unrealistic and unwise of the Club to see them as the major suppliers to our reconditioning projects. Roger is already looking at meeting some of our needs.

If we are to provide a range of items, then we shall need a number of reconditioners with a suitable skills. To this end, I would ask that if members feel they could offer their skills, know a suitable company or contact they could recommend, have an uncle [or aunt] who is handy with a lathe, then we would be very pleased to hear from them. If you have had any car part reconditioned well and that person would like to undertake small batches, of perhaps six units at a time, we would like to know about them.

Setting the specifications will be an important task. What exactly is a 'Reconditioned Lucas 12v starter motor'? New brushes, quick sandblast and a spray of black paint? Possibly, but perhaps members should get more than that. Here someone

with suitable engineering skills may consider offering to help with this job and we would be pleased to hear from you.

The proposed list of items to be offered as reconditioned units is;

[For most models and years, French and Slough, Light/Legere and Big/Normale, except Six's]

Steering Rack and column

Track Rods

Water pump

Oil Pump

Rocker assembly

Cylinder head

Carburettor

Radiator

Petrol pump

Clutch unit

Clutch Thrust assembly

Bellhousing shaft

Brake shoes

Brake backplates

Brake drums

Front cradle

Suspension arms - lower

Suspension arms - upper

Gearchange assemblies

Suspension balljoints

Pedal assemblies

Window and door latch and regulator assemblies

Window trims

Dynamo

Starter motors

Wiper motor and shaft

Petrol tank sender

Ignition distributor

Trafficator semaphores

Voltage regulators

Dashboard Instruments

This is obviously an ambitious list for the club, but one we feel worth going for whilst the stock is available and the skills to recondition it.

If you feel that you can contribute to this effort in any way we shall be pleased to hear from you.

Tony Hodgekiss. Phone 01243 - 781040

Unleaded debate

Having fitted some of the club's unleaded valves and guides into a cylinder head which I had converted to run on unleaded ['green pump'] petrol, I am pleased to say that I have now done about 11,000 miles with these without any 'closing' of the valve stem clearances. This I believe indicates that the valve steel may be well up to the demands of unleaded fuel. The seats were supplied by the fitting company. This may be good news for any members who may be considering buying these from the club.

This was not achieved with light running, but with 'everyday' use, much of it on motorways at motorway speeds, as I use the car as my regular transport.

As a following thought from that, are there any 'oil experts' in the club who can suggest what might be an appropriate oil-change mileage these days, with regular long runs as I do. For peace of mind, I still stick to the original recommendation of changing it every 2000 miles, but I expect it might be possible with modern oils and longer runs to extend this, which would be most welcome on the wallet.

Does anyone have any views on this matter?

Tony Hodgekiss 01243 781040

Stay cool baby

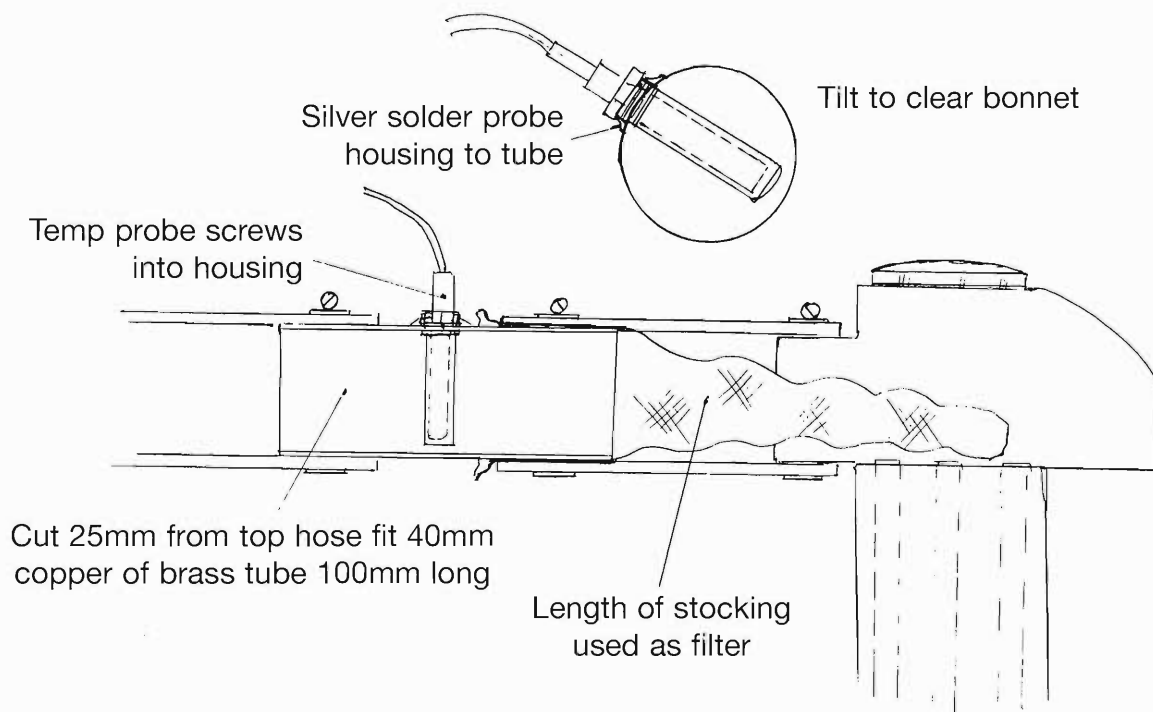
Les Farrar - South Fremantle, Australia.

During the long hot summers in Western Australia, where temperatures can reach over 40°C, it is important to have the cooling system on the L15 working effectively. Fitting a temperature gauge is a necessity and keeping the radiator and engine block clean is essential.

I have drawn a self-explanatory diagram of a simple low cost method to achieve this. Using a V.D.O. Mechanical Temperature Gauge - Model No: 1280 035 002G - (which has a nice classic looking dial) a length of copper or brass tube and a piece of stocking. Rather than cutting into the dashboard itself, I mounted the gauge just below the dash to the right of the steering column.

I find that by using 30% coolant the maximum temperature the engine reaches is 80-85°C, even on the hottest of days. I also removed the black paint from the radiator which helps to reflect the heat. It has been suggested that if you slow the flow of water in the radiator it has a longer cooling period. This might prove useful when driving in traffic, food for thought!

The "stocking in the hose trick" is used by a lot of Citroën drivers over here (I believe it was first fitted on a 'D' Model) and is a very effective filtering system. We now use L.A.P. in Australia and although my L15 is running better than ever, it is too early for the effects to show.



toc correspondence

Dear Richard,

A timely warning to all you posers who flout the law with your suspect number plates (Johnathan Howard toc correspondence January). Judging by the photographs in that same issue at least three other Club members are similarly at risk. Indeed trawl through previous magazines, and my own collection of photographs, suggests that the problem may be reaching epidemic proportions. Perhaps we will see mass expulsions from the Club under Rule 28, or maybe we should give offenders 24 hours to leave the country!

And another thing! What about "Mr April" in your millennium calendar? Driving a Big Six Roadster on the open road and feeling the wind rushing through one's hair are two pleasures denied to many members, me included. Still, maybe if I get the right spacing between the digits on my next lottery ticket I could afford the roadster, but what price a decent hair transplant these days? Answers on a postcard please.

Seriously though, thanks for the wise words Jonathan, and for goodness sake Richard, DON'T grow up!

Graham Jones
Evington, Leicester

Dear Richard,

I sent a similar note to Robin Dyke after I saw his article in the Jan issue of Floating Power.

If anyone wants to see some (crudely scanned) photos of my purple Traction, they're on the Net at
<http://web.ukonline.co.uk/dougjie.lawson/Traction/index.htm>

Regards
Dougjie Lawson
<http://web.ukonline.co.uk/dougjie.lawson>

Dear Richard,

I have sent some photos snail mail of the Meet at the Six Bells, Warborough. This was my first Meet with the Club, and my first solo with XSU 544. It was a thoroughly enjoyable, friendly occasion, on a lovely spring day.

Robin and Sue have obviously put in some really hard work so I would like to use your column to thank them, and the dog guarding NYM 200.

Many thanks.

Chris Standing
via email

See page 10. Ed.



Dear Richard,

Congratulations on the two issues of Floating Power that you have been responsible for. They are commendable.

I was beginning to lose faith in the TOC but see glimmers of hope on the horizon particularly with the changes in the committee.

I e-mail you for three reasons. Firstly to request the name and telephone number of the person who is coordinating the TOC stand at the NEC in November in order to volunteer vehicle and personnel.

Secondly to ask if you think it would be worthwhile to make a request in the next magazine regarding a second try at the Owners week-end in November as, when the deadline had passed, I got several phone calls for places. If only they had rung earlier! It may be that, if we point this out, and request expressions of interest, indicating a day only, one or two night option. Expressions of interest only at this stage would assist me to decide if it was worthwhile planning the event again prior to requesting bookings in the next but one issue of FP.

Thirdly there is no TOC branch near us as the Cumbria branch is far removed and the Yorkshire branch over the 'mountains'!! I would be interested in hearing from anyone interested in forming a North-West branch.

Peter Rowlands
Peter.Rowlands@nationwideisp.net

Contact Mick or Moira Holmes on the Club Helpline 0870 012 2002 regarding the November Show. Comments on the Owners Weekend and Northwest section to me or Peter. Ed.

Dear Richard,

I notice from your address that you are about ten miles away from me (I actually live in Rutland even though the postal address is Lincs) also you are very near Steven Kemp, another Six enthusiast but he is also in a similar situation to me, age etc I think I remember in the 1970's when he had a silver Six when he lived at Billesdon and he ran about in Hillman Imps. He had a pile of Traction stuff in a row of lock up garages!

I bought my first Traction in 1956, a 1953 Light 15 Regal Red (RUB 152), we went all over Europe in it, the Artic Circle, Portugal and Spain, the South of France etc. We (father and brother) all had Traction, in total about 10 plus a 2CV.

I last had a Traction on the road in 1984 (Anniversary year - Knebworth) and then sold it for a good anniversary price (it was a 1955 French 11BL bought in Marseille), I wish I still had it. I know it still exists, I must contact the buyer to see if he will sell it back, I don't think he has used it since the MOT expired in 1985. We went all over France looking for Traction!

What Traction do you have?

They are still my all time favourite car, though when one retries them again one realises how much progress has been made. Perhaps they are best left in owner memory. One finds that "Retro" in practice does not do a lot for one.

It is the same for motorcycles!

Never go back is the Maxim. Still 1956 to 1984 is a pretty good stint.

Regards
John Cliffe

Would be pleased to meet up with you sometime John in my 1951 11BL, perhaps you would like to attend one of the Midshire Events? Ed.

Annual Rally

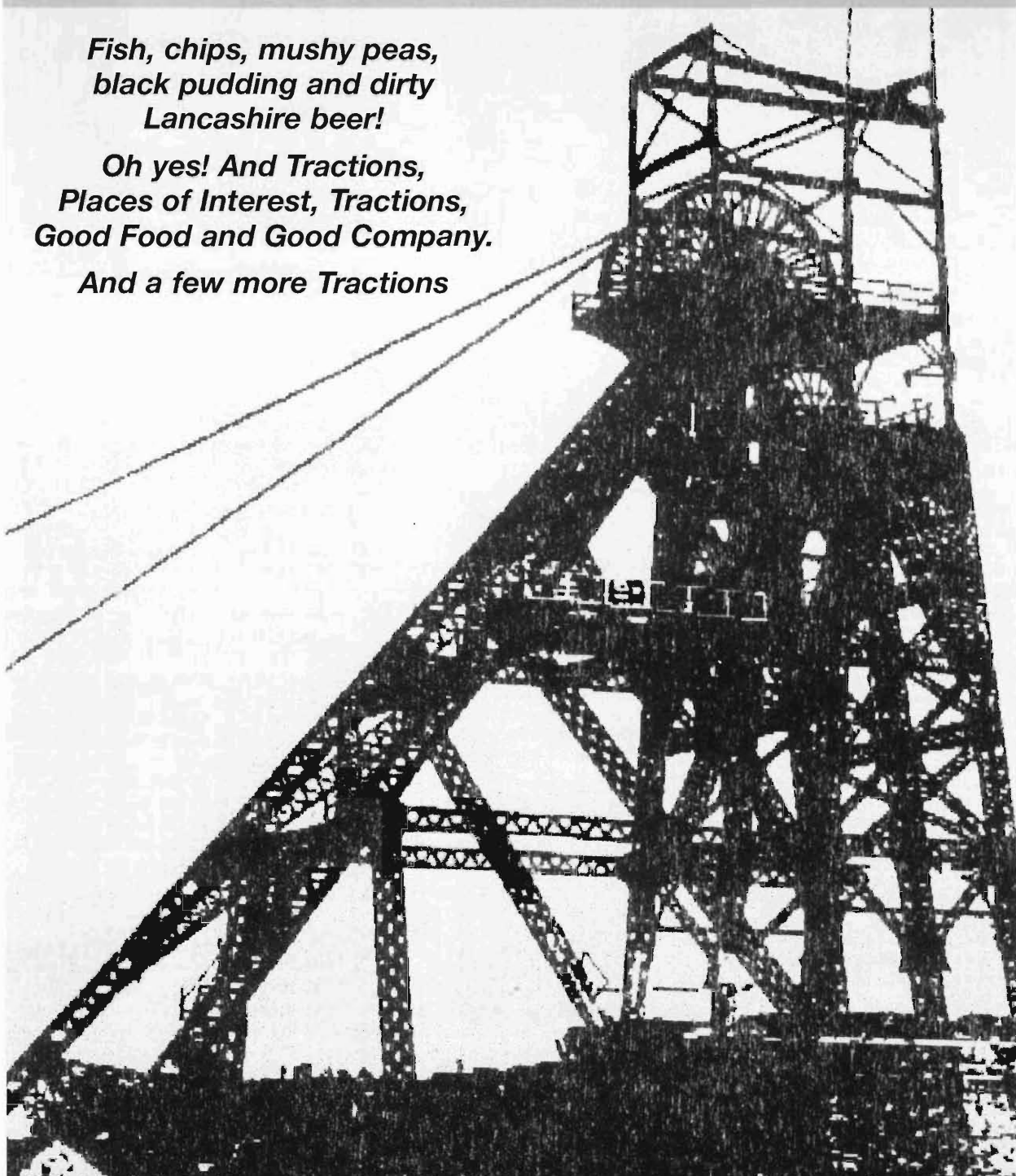
Friday 25th August to Monday 28th August 2000

Centred on Astley Green Colliery Museum, Nr Manchester

*Fish, chips, mushy peas,
black pudding and dirty
Lancashire beer!*

*Oh yes! And Tractions,
Places of Interest, Tractions,
Good Food and Good Company.*

And a few more Tractions



Contact Barrie Brick for further details on 01565 873092 or 07803 612999

tocclassifieds

NOTICE CONCERNING ADVERTISING

RATE CARD

Charges for advertising in Floating Power TOC members advertising Traction 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

1934 Citroën 8CV "Rosalie" - This stunning example has been subjected to a full and comprehensive restoration. This car is one of the rare examples built in Slough at the English factory. It has only had four owners from new all of whom have cared for it in the manor to which it deserved. The original type log book is in the history file. Maroon/Black with maroon leather. 1452cc. 32bhp. at 3200rpm. Top speed 56mph. **£10,750.** Tel Roy Gibson 01476 563001

1954 Normale - You won't find a better one - Genuine reason for sale. **£6,000** - no offers. Tel: 01472 508065 for more details, or visit www.smalley.org.uk/traction.htm for photo and details.

1954 Citroën Six Cylinder (Big Six) RHD Stored since 1966, unrestored, but sound condition, 77,000 miles. Black with red leather interior. The best car I have ever owned, but ill health and age now enforce disposal. **£7,500.** John Cliffe 01780 720911, Lincolnshire.

Roadster 1937 (Slough). All authentic and has been in the family for over 30 years. Maroon, original engine with twin Loraine carbs, and less than 5,000 miles since rebuild by "classic". Electrics renewed recently, goes beautifully. No hurry, but open to offers reflecting its rarity. Tel: Nicole Finn 01621 783327.

1950 Paris Built, Small boot Normale. Dry stored, used up until 1998. Is in original condition, starts and drives, has stainless exhaust, 4 new Michelins. Perfect for restoration as the body has remained

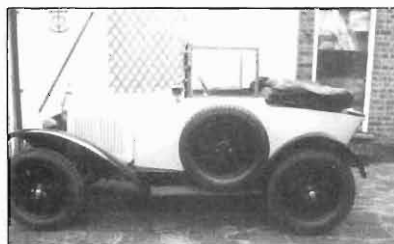
unmolested! **£3,300.** Tel 01222 888073 ev or 01970 441705 day.

11c Commerciale, 1956. Original rust-free bodywork, rebuilt engine, front suspension, carburettor etc. New driveshafts, 12v electrics with alternator and a heater! **£7,000 o.n.o.** may swap/part ex for LWB diesel Landrover, or Velocette Venom. Or similar. Tel: Tom Barnes 01934 843903

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

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

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.

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

WANTED

Wanted - Elderly architect actively seeks: any Traction fitted with DS motor/gearbox combination must be structurally robust/ready to rally & be visually pleasing. Please forward specification/photos to Alan Smith, 15 Woodstock Road, Redland, Bristol, BS6 7EL. Or telephone evenings after 9pm on: 0117 924 9821.

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 - Citroën 6cyl. workshop manual **£35** - Big 15 starter handle hole cover **£7** - Lt15 Mild steel exhaust silencer/tail pipe unused **£25** - exhaust manifold good **£10** - 2 broken Lt15 gearboxes + 1 good casing **£20** - Starting handle, 3 spoke steering wheel, water pump, set of brake shoes (no linings), windscreen & 4 door glasses, inlet manifold (2 types) all **£5** each.
Please phone 020 83983176 evenings.

Big Six Cylinder spares for sale - Complete front end of 1952 Six with all mechanical parts and some other body parts. Petrol tank, bumpers, spare gearbox and clutch parts. **£2,500.** John Cliffe 01780 720911

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 BG6 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 rdrv@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

OTHER

For Sale - Citroën reprint (1963) of the repair manual for FWD Twelve and Fifteen models from 1938 onwards. Offers to Richard Breese. Tel: 01436 672298.

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 naïve 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



