

Floating Power

september/october | 2000



toccontact



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© Traction Owners' Club Ltd.
ISSN 0265 0630

designed by Dale Studios, Leicester
t: 0116 253 9207
printed by The Manor Printing Co.
t: 0116 289 2899

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Club Tools are available in these areas



Approximate position

For details of area meetings, please
contact your local organiser

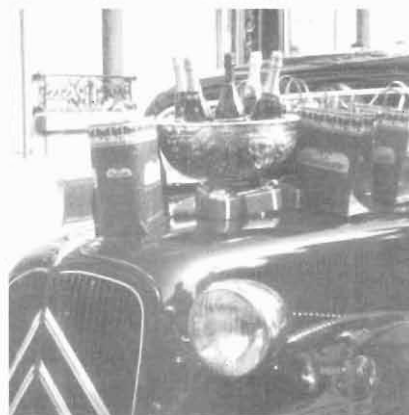
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Editorial

SPARES LEVY

Enclosed with this issue is the latest Traction Owners Club Spares catalogue. It has recently become apparent that there are misconceptions and misunderstandings on exactly what and how the Spares Levy works.

The Levy was conceived in the early years of the Traction Owners Club as a means of rapidly establishing a fund to finance the acquisition of spares. It was decided that if a person was willing to contribute additional funds to a 'Spares Levy', then that person should be entitled to a discount on any spares that they purchased from the club, as a thank you for their commitment.

It was agreed that the amount of Levy contribution should be, and still is, 1.5 times the annual membership fee, whatever that is, at the time of joining the Levy. What appears to be misunderstood, is that your contribution to the Levy is only ever paid once! And that contribution entitles you to a discount on any spare parts you buy from the club for as long as you are a member! It does not have to be paid annually and you are still able to buy spares from the club at an appropriate rate even if you decide not to join the Levy scheme. It has been long recognised, that if you spend approximately £250.00 on spares, you will have recouped the cost of your Levy contribution in discounts. So I think it can be appreciated, that if your ownership of a Traction is a long term commitment, then contributing to the Spares Levy is a sound economical decision.

Front Cover



Tractions on the beach in Australia

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toccommittee and agm

October 2000

It had been planned for the Committee to meet in mid-September, but The Great Petrol Crisis intervened, so we met at 11.15 on the morning of the AGM. Having finished all business and being on the way to lunch by 12.30 meant it was probably one of the best meetings held.

Certainly there was no quibbling over details. The principal business was deciding on procedure for the AGM in the afternoon. Terms of reference were agreed for Roger Dyer while he acts for the Club in South Africa. A decision was made to support Mick Holmes proposal for purchase of a commercial prefabricated display structure to use on TOC stands at car shows. If one can be manufactured in time, it should be seen for the first time at the NEC Classic Car Show in November.

AGM

The AGM began a few minutes after 2pm, with some 35 people present (8% of the UK membership). I have remarked before that an AGM is open to everyone, and provides a chance not only to meet the Committee, but actually influence it. The meeting began with formal approval of the accounts and balance sheet, and endorsement of club officers required by law to oversee things - that is the directors.

In the less formal part, routine club business was reported fully, and officers responded to questions from the floor. The social events report included the creation of a 12th ICCCR focal contact point in the person of Graham Pitcher. The Club spares was perhaps the fullest report, because the Spares sub-committee has had the time to venture beyond responding to immediate demands, and is now looking at reconditioning of sub-assemblies, production of a parts handbook, and is now responding to an approach from an overseas dealer wishing to sell his stock.

1976

Election of Committee members was straightforward, and the meeting ended with Fred Annells appealing for recollections from all the early members about the genesis of the club within the CCC and its eventual breakaway. In Fred's words, "If it is not written down now after 25 years, will it ever be?".

Everyone who was at the Pill Box Pub and at Fred's house in 1976, please put pen to paper or phone to mouth. We need your story in our Silver Jubilee edition.

Wings

Remanufacture of front wings was a substantive item on the agenda, but has been left to the end of this report because it urges action. The committee explained the project's background, the progress and the trials that had been encountered, but also that success was now in sight. Discussion covered the cost of pattern making (high, especially because of the acknowledged early error), the time taken (long, but there has been no pressing urgency), the accuracy of reproduction (not perfect yet, but not accepted yet, either), existing orders

from potential buyers (none, but there is no product to offer yet) and unit price when finished (not yet known but expected to be about £650 each).

The latter two points were debated from two positions. One view was that Tractions are cheap vehicles, that the cost of parts should be kept low, and that owners will not pay a high price for new wings when it is likely that old wings can be obtained with a bit of searching. The other view recognised that this is a complex engineering project where the standard matters more than making production meet a set price; compare the cost with that of a new wing for a modern quality car or, worse, for an old quality car.

It was the Committee's view that stopping work now would be wasteful, because one day, maybe within twenty five years, it would have to be done anyway. Why not now ?

1994

In the end, the meeting agreed to continue development as long as accuracy of reproduction was assured, and costs were contained. But the meeting also agreed that there was a need for renewal of the mandate from the wider membership. The original demand came from responses to a questionnaire in 1994, asking what additional items members felt the Club should offer. New wings came top of the poll.

In view of the time that has elapsed since the project began, it would be helpful to hear the views of the membership again. In particular, it would be good to hear from any or all of the 22 people who indicated "wings" in the original questionnaire. The immediate need is for the Committee to have broad confirmation that the membership supports its continued action to make wings available for the future. To this end, everyone is urged to express an opinion as soon as possible, preferably within the next few weeks to be in time for the next Committee meeting. Bear in mind that situations can change; your car's wings may be near perfect now but a sudden bang can change that and interest in availability and cost will be coloured differently, or someone else fruitlessly searching now may find good old ones and their interest in availability and cost will also be coloured differently. Either write (see inside front cover) or Email (toc-committee@upaloft.co.uk) to the Committee or speak to an area representative who can pass the message on to the Committee.

Alec Bilney.

Modern Japanese car owner - it does 7000rpm, 110mph in top, 85mph in 4th and 65mph in 3rd.
Traction owner - Mine does 70mph in 3rd.

Robin Dyke

tocspares hotline

01243 511378

Chris Treagust

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



Traction Enigma

enigma *n.* a person, thing or situation that is mysterious, puzzling, or ambiguous. [C16:< L, < Gk, < *ainisesthai* to speak in riddles, < *ainos* fable, story].

by Christine Standing

The secrets of Station X have been breached! Three Citroën Traction Avants sailed into Bletchley Park on Sunday 9th July 2000 on the invitation of Bill Wyman. They took their place among 39 Citroëns:- 3 DSs, 1 GSA Estate, 1 H Van, 1 Dyane, 5 2CVs, 1 Acadiane, 1 Bijou, 1 Falcon, 11 SMs, 4 CXs, 2 BXs, 2 XMs, 1 ZX, and two Zantias - all members of the Citroën Car Club.

Sixty years prior to this, in July 1940, the French Armistice with Germany had come into force. The Channel Islands were occupied. At Bletchley Park's Station X a secret army was at work. Codebreakers toiled to decrypt enemy messages. One Enigma decrypt brought the first inklings of the possibility of invasion of the mainland.

Today, on display is the famous Enigma machine whose codes were believed to be unbreakable and also a replica of Alan Turing's decyphering device, the Turing Bombe. There is a rebuild of 'Colossus' the first electronic computer. Here modern computing and communications began.

My own personal high point was the experience of entering a room full of people, all standing silently still. The subject of their hushed attention was a little white haired lady sitting at a machine. Her adept fingers pulled at levers and turned cogs. She stopped now and again and studiously wrote letters onto a paper with her pencil. She was trying out the 'Cryptology Trail', which allows the public to follow a trail of coded messages from interception, through decoding and interpretation. I had the impression that this was not the first time she had done this. However, she was not telling!

I went outside just as the sun broke through the cloud cover and I could see my beloved car. A shower of rain had left a sprinkling of diamonds all over her elegant lines. Magical!

This is all by way of saying Thanks Bill!

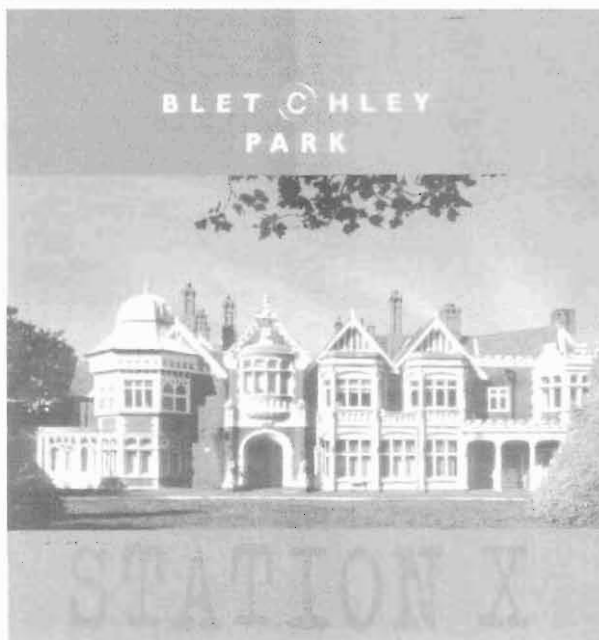
The information line for anyone interested in Bletchley Park is 01908 640404



Wedding Register

Citroën Traction Avant Wedding Car List

| NAME | TYPE OF CAR | AREA |
|-------------------------------|----------------------------|-------------------|
| DAVID BOYD | 1956 11BL Black | Redditch |
| PARIS CARS | 11BL Silver | Worcs. |
| 01527 894599 | 1938 Roadster Ivory | |
| Ph/Fax 01527 892134 | | |
| DAVE HACKETT | 1950 Big 15 Small Boot | Bath Bristol |
| 01225 810569 | White | 15 /25 miles Rad. |
| COLIN MORISON | 1937 11BL Black/Silver | Cambridge, |
| | | 50 miles Rad. |
| GRAHAM PITCHER | 1953 11B Black | North London |
| 0208 3600847 and 0208 3609192 | | |
| PHIL & MILLIE BAMFORD | 1953 Lt.15 Black | Grantham |
| 01476 562762 | | 25 miles Rad. |
| STEVE SOUTHGATE | 1936 Limo | Birmingham |
| Imperial Cars | 15/6 H 6cyl | |
| 01902 495758 | Fam.4cyl | |
| ANDREW WYMAN | 1950 11BL Small Boot Black | Nottingham |
| Mobile 0797 671559 | | & London |
| RICHARD HOOLEY | 1951 11BL Small Boot Black | Leicester |
| Mobile 0860 403083 | | |
| MICK & MOIRA HOLMES | 1954 11BCom Black/Cream | Nottingham |
| Ph/Fax 0115 9118218 | | |
| JOHN & DOT SAVELLI | Daimler/Rolls Royce | Falkirk Stirling |
| Ph 01324 831366 | 11BL/11B/Limousines | |
| Clara Nutley | 1954 11B Black | East Sussex |
| Ph 07802 577578 | | |
| Steve Reed | 1939 11B Black | Petersfield |
| Ph 01730 821792 | | Hants, |



toc annual rally

By Roland Kirk

25-28 August 2000, Astley Green Colliery Museum, Manchester

After being pressurised by my wife for having failed to attend the annual rally in recent years, I decided that Barrie Longden's invitation to fish, chips, mushy peas, black pudding and dirty Lancashire beer was a challenge not to be missed. I was under even more pressure from the major chrome parts of the Light 15 which had been sent off to be re-plated. Regrettably they arrived back too late to assemble and AS 2220 did not join the rally. Instead I took the Zantia, went up the M6 going boldly along with thousands of others where only fools had gone before. It took 4½ hours to get to Astley Green. (It took 2½ hours to return via the A49!)

We were met with a very warm welcome by Barrie and Rose at Astley Green and introduced to the correct way to cook black pudding - steamed, with potatoes, whole grain mustard and red wine. Most enjoyable.

The following morning a trip to the Manchester Science Museum or the Trafford Centre. Peter and Sue Simper very kindly gave us a lift in their Big 15, extremely comfortable and a pleasure not to have to navigate. Our convoy soon got lost though. However, our leader having a good knowledge of Manchester soon brought us to the Trafford Centre where we rejoined the main group, left the ladies

complete with plastic money and set off for the Science Museum.

Peter remarked as we arrived at the Museum that the influence of Patrice Crussion of the Club des Tractions Avant de Bretagne had somehow crossed La Manche - the convoy had split up and appeared from opposite directions!

Housed partially in the original buildings of the Liverpool and Manchester Railway and others built after the amalgamation with the Great Central Railway the museum really needs two days to explore and enjoy it fully. There are 5 halls of which we managed only 4.

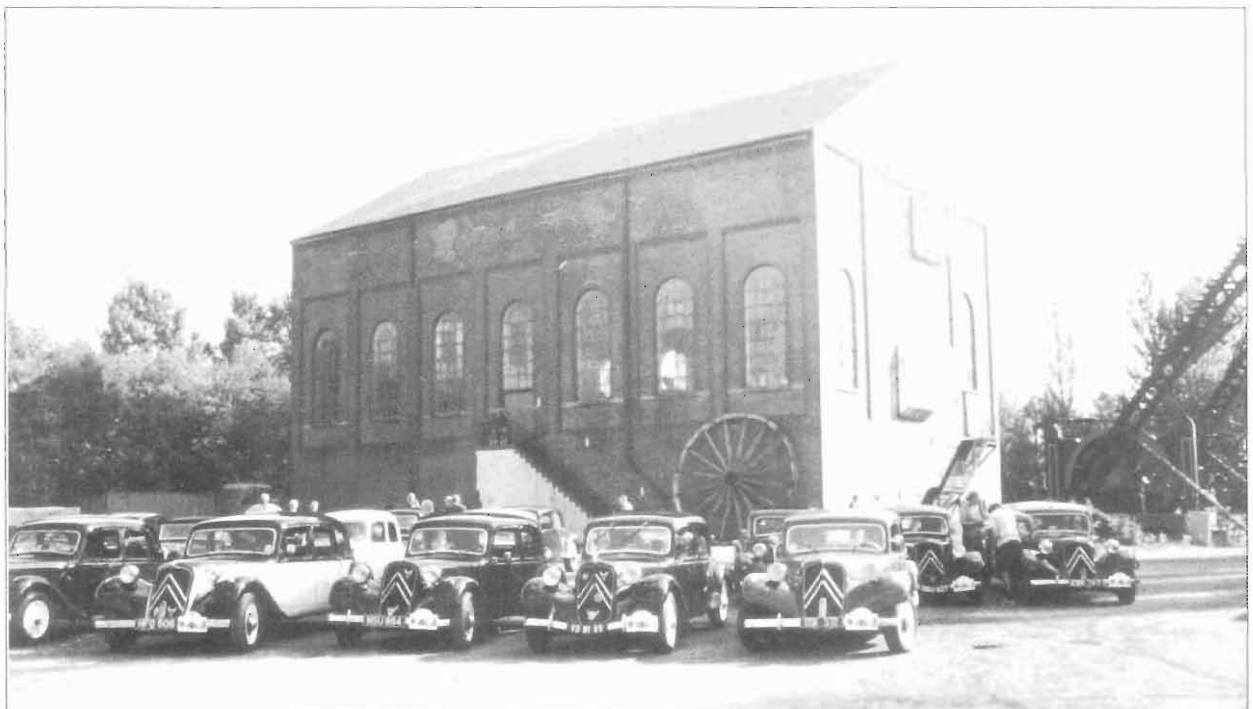
Crushed

The place which created the most nostalgia was Hall 3, the original first railway station in England - Liverpool Road. The Liverpool and Manchester Railway was opened on 15th September 1830, the guest of honour was the Prime Minister, The Duke of Wellington who with his party rode in a special train pulled by 'Northumbria'. Whist stopped, another train passed pulled by Stephenson's 'Rocket' which crushed the leg of the local MP Huskisson who died later. Below the station building was a reconstruction of the Victorian sewer system, sanitary arrangements including a two holer - I remember using a one holer and looking out over the garden in the sunshine while evacuated during the Second World War.

Honest John

The main building has a restaurant and various learning centres but in particular, an excellent exhibition of the growth of the Manchester Textile Trade from a hand worked loom from the 1780's to an industrial jacquard loom which produced tri-colour textile labels. It is interesting to read that the introduction of steam machinery created the downfall of hand weaving and spinning, extreme poverty and appalling conditions in mills. John Fielding was elected to parliament for the Oldham constituency in 1832 and along with another MP, tried three times without success to bring in a bill to regulate working hours. A sixteen hour working day was quite common. He sat on a Select Committee which examined the living and working conditions of mill workers and even by the standards of that period, found them to be unacceptable. A worker was lucky if he and his family could eat meat once a year. By coincidence the recent church warden of our small church in Nash parish was John Fielding, a direct descendant who has a bust of his ancestor who was known as 'Honest John.'

In the same building were various items relating to Manchester's 'Peterloo' of 1819. A crowd of several thousands protesting against working conditions were charged by the Manchester Yeomanry on the instructions of the local





magistrates. The attack on women and children so appalled an officer of the Hussars that he endeavoured to stop his own troops behaving in the same way. Altogether 570 people were injured including 100 women and children.

One of the earliest acquisitions of the museum was a Whitworth lathe. Whitworth was one of the first to produce screw cutting machinery and because of his expertise, he was asked by the government to set up a working party which visited the Colt factory in America to improve precision in the manufacture of government armaments, principally the Enfield rifle. He went on to produce his own rifle, the Whitworth which was used by Queen Victoria to fire the first shot. She pulled a lanyard rather than squeeze the trigger. The rifle had been set up on stand and the bullet was 1 1/2 inches off the bull at the first Bisley competition held on Wimbledon Common in 1861. Subsequently during the American Civil War, Whitworth rifles were sold to both sides and one Confederate soldier claimed to have killed a Union General at a range of one mile using a Whitworth.

Power Hall contained steam, gas and other machinery, some of it working and with curators who having previously worked with similar machinery were very willing to explain its function. The Air & Space Hall covered the complete span of aviation history from balloon flight right through to space travel. The emphasis in the hall was on the planes built by the Manchester company Avro.

An enjoyable and stimulating day.

Fish & Chips

In the evening, fish, chips and mushy peas. The fish and chips were freshly fried, non greasy and good flavour, the jury is still out on the mushy peas and wine kindly supplied by Bernie Shaw. Then an illustrated presentation on the history of Astley Green Colliery Museum by the secretary of the Red Rose Steam Society. With a membership of 300 odd and a small hard working bunch of volunteers they are determined to restore and get working, the main winding headgear and

winding engines. The cost of restoring the headgear alone is £250,000. The talk covered the life of the colliery from the cutting of the first sod for the sinking of the mine shaft on 7th May 1908 by Lady Pilkington - the Pilkington firm now make glass in particular for car windscreens both in the UK and USA, to its closure by British Coal on 3rd April 1970.

On Sunday we had a tour to the Last Drop Village. Puzzled by the name and unable to find it on the map I questioned Barrie and suggested to him that it might have something to do with the strong temperance movement of the late 19th century. (Or the gallows! Ed) The convoy left together, stopped and re-grouped and made a coffee stop at Revington virtually complete. Revington is a most attractive wooded estate sold by Lord Leverhulme to Liverpool Corporation in 1902. A beautiful spot for city dwellers to walk, exercise dogs and generally unwind and enjoy the countryside. Beside Revington Hall, there are two barns, one converted for refreshments and stalls and the other still in its original state. Both are said to originate from the Saxon period i.e. before the 11th century. The construction consists of massive oak 'A' frames with crosspieces of similar proportions held in place by pegs or dowels. The reason for the immense size; a length of 105 feet and width of 57 feet was the need to house all animals and fodder over the winter.

The Last Drop

The journey continued over the moors, the photo-stop somewhat spoilt by a spot of rain and we arrived at the Last Drop Village in a manner similar to that at the museum i.e. from opposing directions. The Last Drop Village is basically a hotel complex with a pub (excellent food), some shops and designed to process wedding receptions. There were eight that day! The situation is near perfect on the outskirts of Bolton facing the hills and surrounded on the top part by fields, ideal for kite flying which was taking place while we watched. Our line up of cars was extremely impressive and created a great deal of interest.

On Sunday evening all gathered at the

Jarvis Hotel for an excellent buffet meal, a local comedian with a wealth of jokes which generated volumes of laughter and an exceptionally good singer impersonating Elvis & co. The young and not-so-young soon cleared the dance floor and gave a display of dancing which I, long in the tooth and brought up on the waltz, foxtrot and quickstep could only describe as having its origins in Olympic gymnastic routines, wrestling with a large snake and a dexterity driven by a desire to lose weight and exercise every muscle in the body - it was even exhausting to watch! There were also very competent displays of line dancing. Altogether a most enjoyable evening for everyone.

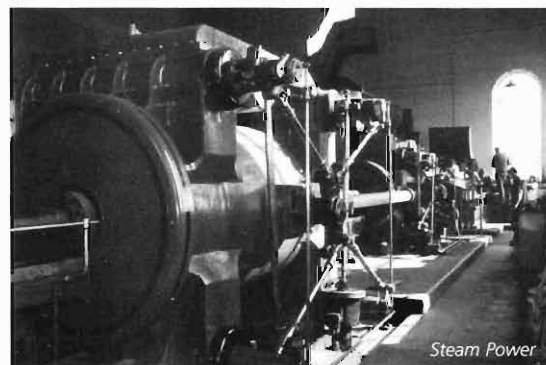
Judged

Monday morning turned out rather wet. Because of lack of space the driving test was cancelled, thus the Stan Barker Cup was not awarded this year. The cars were judged in various classes including a new cup the Barbara Longden Memorial awarded for services to the club and winners were selected.

While the judging took place Keith and Audrey Feazey manned the club shop. Its display of TOC stock was a little reduced as re-stocking was in progress. John Gillard laid out a wide ranging collection of everything conceivable needed to keep the old cars going - he did brisk business - and list of cars for sale. A total of 25 cars attended the rally. A great weekend, opportunity to meet old friends and make new ones, inspect each others vehicles, discuss problems seek advice and make plans for the next year's annual rally.

Thank you Barrie and Rose for all your hard work and time spent in making the rally so enjoyable, also similar thanks to those behind the scenes who also helped.

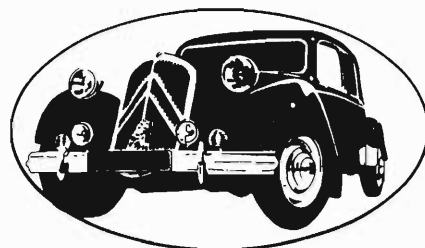
Over to you John Ogborne for the next Annual Rally. I understand you have already made preparations.



toc annual rally

Award Winners 2000

| | | | |
|--|----------------|-----------------|---------|
| Barbara Longden Memorial for Services to the Club | | Peter Simper | |
| 1st Time entry | Rodney Briggs | 11BL | HVS 851 |
| Runner up | John Waller | 15/6 | XVS 714 |
| Best Post War | Mick Holmes | '55 Commerciale | HFO 506 |
| Runner up | Richard Hutton | 11 Normale | OSK 572 |
| Best Pre-War | Steve Reed | '39 11B Normale | YFF 271 |
| Runner up | None | | |
| Least Attractive | Alec Bilney | 6 Familiare '53 | TSJ 152 |
| Peoples Choice | Paul De Felice | Light 15 | HNT 968 |
| Master Class | Steve Reed | '39 11B Normale | YFF 271 |
| Car of the Show | Richard Hall | '51 Light 15 | NSU 556 |
| Runner up | Steve Reed | '39 11B Normale | YFF 271 |



**TRACTION
OWNERS
CLUB**

New Members

The following new members are welcomed to the TOC and we hope you enjoy meeting fellow enthusiastic Tractionistes and making new friends.

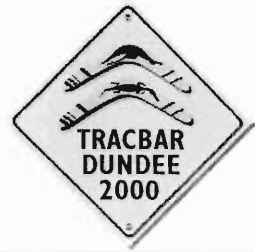
- 1668** C. Freeman, Pencaitland, Scotland
- 1669** B. Bannister, Kings Heath, Birmingham
- 1670** K. Cleave, Darsham, Suffolk
- 1671** R. Dixon, Chippenham, Wiltshire
- 1672** C. Popescu-Tariceanu, Bucharest, Romania
- 1673** J. Muir, Newcastle-under-Lyme, Staffs.
- 1674** P. Marley, Sutton Coldfield, W. Mids
- 1675** R. Shiel, Dublin, Eire
- 1676** P. Allen, Adderbury, Oxon
- 1677** B. Cook, Gomshall, Surrey
- 1678** M. Azeez, Colombo, Sri Lanka
- 1679** P. Adams, Banbury, Oxon
- 1680** R. Price-Gough, Bromyard, Herefordshire
- 1681** R. Butterfield, London, N19
- 1682** I. Robins, Langport, Somerset
- 1683** J. Thurgood, Leamington Spa
- 1684** P. Noone, Levenshulme, Manchester
- 1685** S. Sweet, Camberley, Surrey
- 1686** P. Cox, Marston, W. Midlands
- 1687** T. Dyer, Kingsbridge, Devon

And two members have rejoined

- 622** R. Falkingham, Thames Ditton, Surrey
- 784** M. Harding, Alford, Surrey



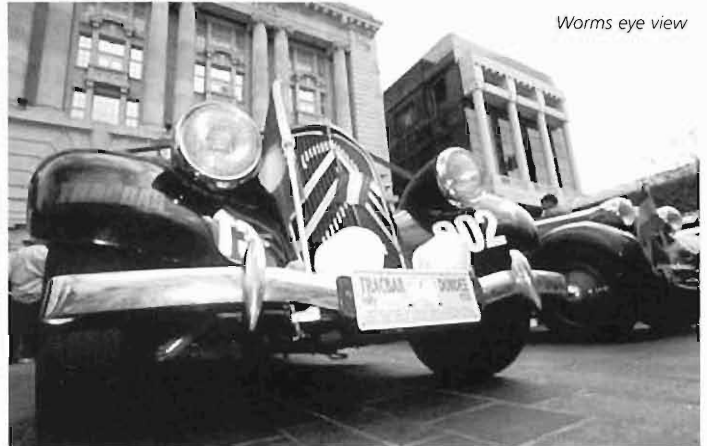
Rally organiser Barrie "Brick" and TOC Chairman Alec Bilney inspect a double helical gear which was part of the winding mechanism - they didn't find a makers' plate.



Tracbar Dundee 2000 - Olympic Year in Oz

A cutting from La Vie de l'Auto

Tracbar Dundee

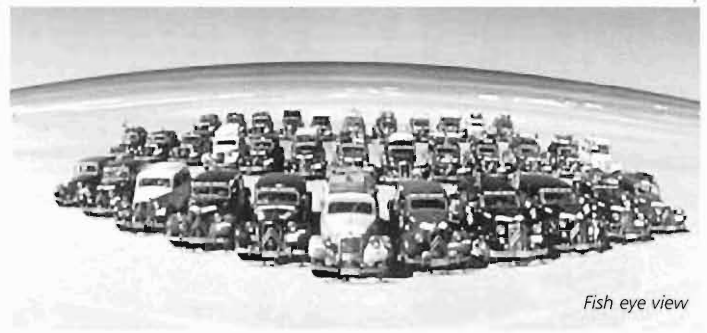


Worms eye view

Elles ont embarqué !

part de Tractors
en attendant
l'embarquement
sur le dock 533
du port
de Zeebrugge
(Photo
J-C Moreau)

34 Tractors prepare to embark at Zeebrugres



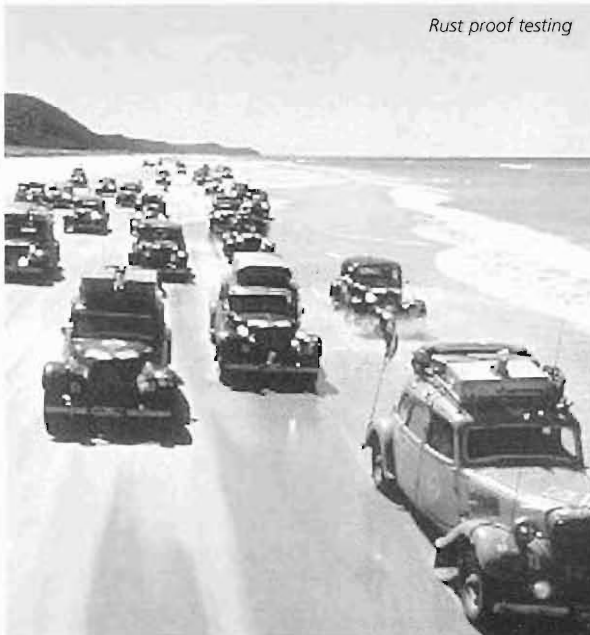
Fish eye view



Ayres Rock



Horsepower submits to manpower



Rust proof testing



Tail gating Aussie style



This print seems to have been taken on the finish line of the 1934 Monte Carlo Rally, and shows the Citroën bus driven by Francois Lecot, which I seem to remember reading somewhere, had seventeen passengers! I think Mons. Lecot is standing on the right of the photograph, and he even seems to be wearing a bus drivers uniform! Note the additional driving lamps and horns, and who was the lugubrious fellow on the left I wonder? Now it strikes me that it would be wonderful to find one of these buses and enter it in one of the Monte Carlo Retrospectives one year, with a full load of passengers of course - any takers anyone? - it could be a damn good party!

CITROËN

toctech

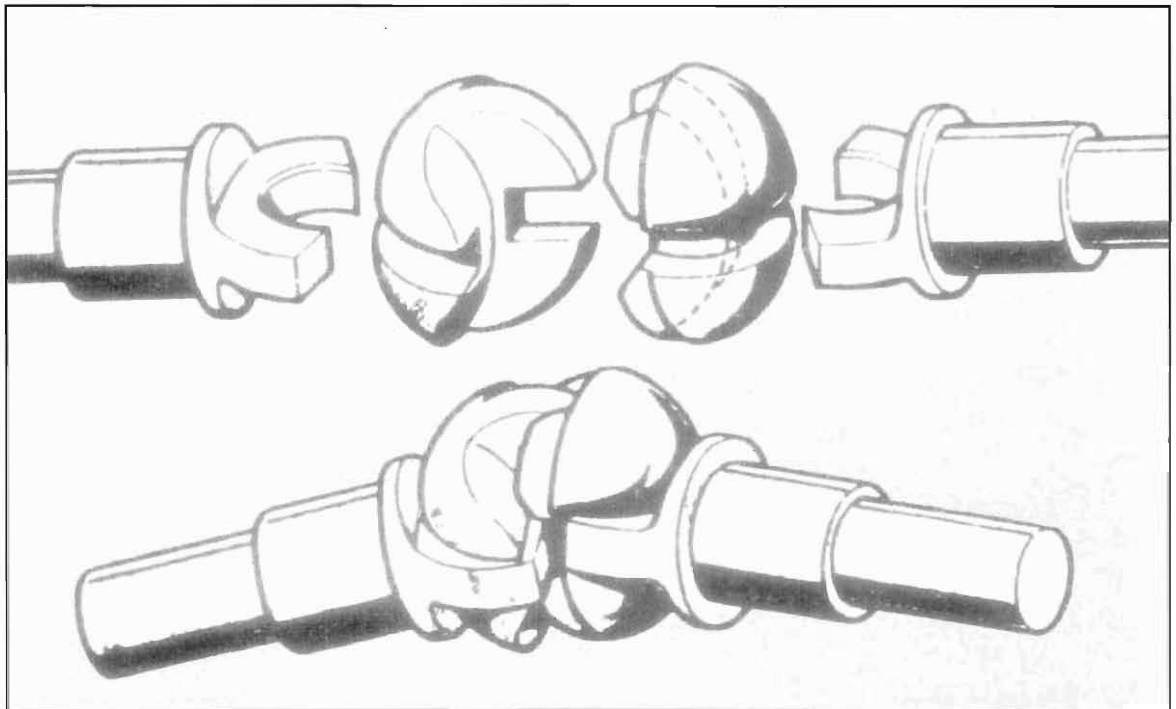


volume 1

Maintenance **4**

- Traction Driveshafts
Replacement

Translated from Retroviseur, June 1990



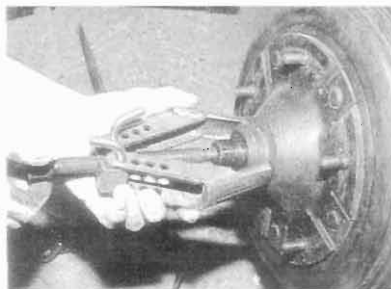
cardans replacement



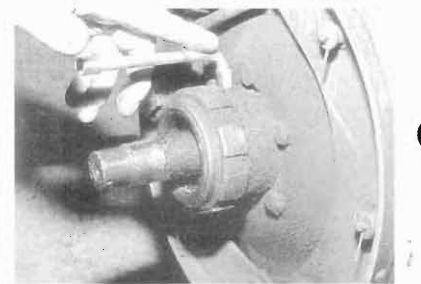
1. After putting the front of the car on axle-stands and taking off the wheel, remove the split pin which goes through the nut which secures the brake-drum.



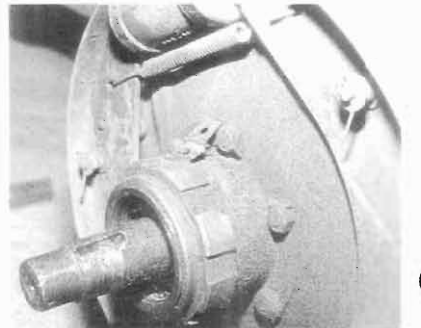
2. Next job is to undo the nut. The thread on this is always in the same direction as the car. This means that, on the right side, the threads are the opposite way to normal, (i.e. it undoes clockwise). Hence, the left and right driveshafts are not interchangeable... unless you want to be overtaken by your wheels!



3. You can now take off the drum by putting a small extractor on the small recess near the axle. For drums that are very tight, a standard extractor (like this one) may not be enough; you would need to resort to the special Citroën tool, and this is only the start!



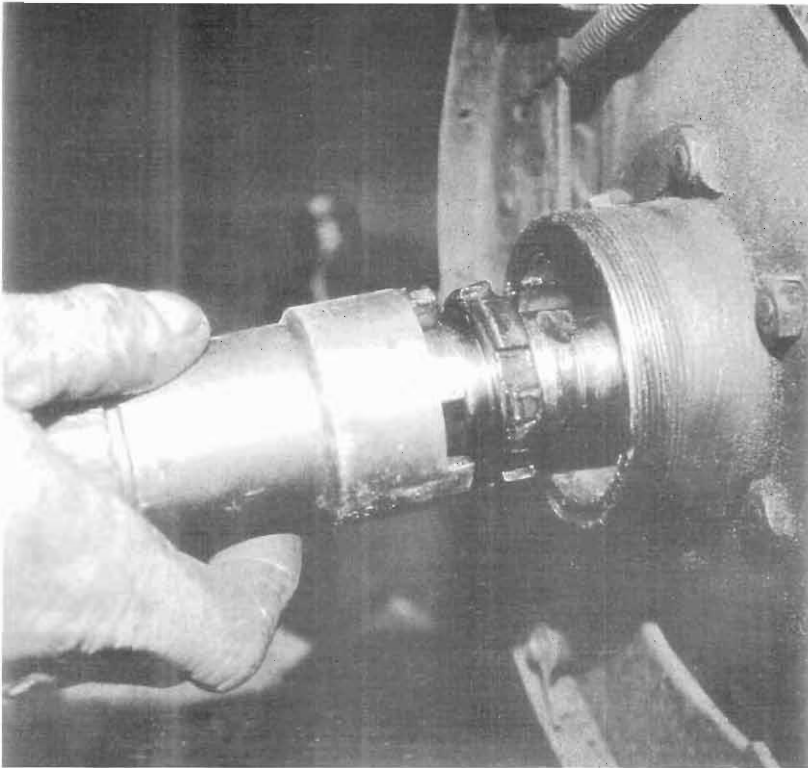
4. A castle-nut holds the shaft in its bearings. This is locked by a steel tab held on by a small bolt which you have to undo first of all.



5. Next, you take off the tab (but keep it safe) so that you are able to undo the castle nut itself.



6. Now you have to undo the nut. Normally, there is a special spanner for this but, if one is not to hand, one can use, with care, less orthodox methods... but promise not to mention them again!



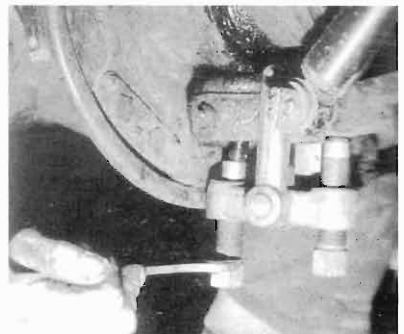
7. With a small external extractor, one can take off the outer bearing, followed by a spacer (operations not shown). Behind this bearing and spacer, there is another castle nut, locked by a tab washer which you have to bend back. Then, you have to lock the driveshaft very firmly (engaging a gear is not enough) and undo - with force - the nut with the special spanner as in the picture. Don't forget that this also may have a right hand thread.



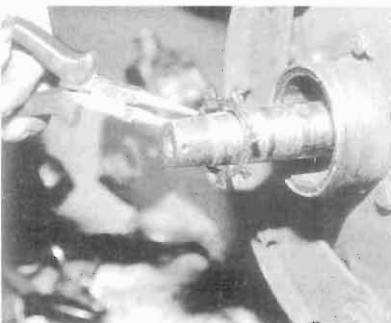
10. With the driveshaft free at both ends, it is now necessary to uncouple the hub from the suspension so as to be able to withdraw the driveshaft inwards. You start with the lower ball-joint. You take off (held by three screws) the lower cap of this joint. The spacers will come out with it. Keep them carefully (and find them again!) so as to be able to reassemble them in the same place.



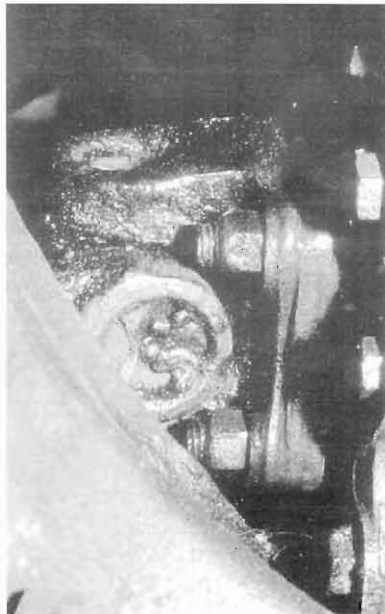
11. With a jack under the lower suspension arm, lift the suspension into a horizontal position. The lower half shell will fall out, keep that too. Now you have access to a nut. Take off the split pin, and undo it.



12. Now you put on a special ball joint splitter (yes, another one....) without which nothing is possible. Don't hesitate to tighten this up like mad so as to break the taper, which is held very tightly.



8. You can now remove the tab washer, without damaging it as the tabs not yet used can be used to secure the nut on re-assembly. The drum end of the drivehaft is now free.



9. At the other, gearbox end, unscrew the cardan nuts. Leave the gearbox in neutral so as to be able to turn the driveshaft by hand so as to easily get at each of the nuts.

cardans replacement



13. Note the way that the bearing you have just extracted goes. The taper is only slight, so make sure you get it the right way round.



14. Now comes the track rod end. This requires a similar operation: clean the grease off, take the split pin out and undo the nut.



17. In place of this nut, you screw in the body of a special extractor (this is a Citroën mania!) and you screw down the central shaft until the ball joint splits, taking the same care to collect the pieces and note their position, as with the lower joint.



15. This time, a standard ball joint splitter should be enough to separate the track rod end taper.




18. With a sharp blow from a mallet, unstick the shaft from the hub. But hold on to the hub as otherwise it will end up by hanging by the flexible brake hose. It only remains to lift out the hub, without pulling on the flexible hose, and withdraw the driveshaft.



16. The hub is now held by only one joint: the upper ball joint, which now preoccupies us. You start by bending back the tab washer with a screwdriver, then undo the large nut, which caps the ball joint.

Before re-assembly with a reconditioned driveshaft, check that it is for the correct side (direction of threads), then tighten up everything as tight as possible, check that all the split pins, spacers and tab washers have been replaced. There are no particular settings to worry about since nothing has been unset on dis-assembly, but grease thoroughly everything which should be greased.

 See. *Easy! Ed*



Garages selling Leaded four star

Extract from FBHVC Newsletter, July/August 2000

The following garages have been added to the list since the last newsletter. Please phone to make sure that they do have stocks before you visit. Information supplied by Bayford Thrust. A complete list is available on the Federation's website www.come.to/Motordata

Derbyshire

Bridge Garage, Burton Road, Woodville, Swadlincote. DE11 7JE. Tel 01283 217468

High Street Garage, High Street, Tibshelf, Alfreton. DE55 5NU. Tel 01773 874408

Dorset

Roundham Garage, 263 Chickerell Road, Lanehouse, Weymouth. DT4 0QP. Tel 01305 783384

Essex

Red Star Tyre & Exhaust Centre, Cambridge Road, Quendon, Saffron Walden. CB11 3XQ. Tel 01376 348246

Herefordshire

The Birches Garage, B4362, Shobdon, Leominster. HR6 9NQ. Tel 01568 708367

Hertfordshire

Ashwell Garage, Station Road, Ashwell, Baldock, SG7 5LG. Tel 01462 742310

Kent

Aylesford Service Station, 198 Forstal Road, Aylesford, ME20 7AD. Tel 01622 718119

Sunningvale Garage, Sunningvale Avenue, Biggin Hill, Westerham, TN16 3TL. Tel 01959 573434

Lancashire

Greenfield Garage, 68-72 Chew Valley Road, Greenfield, Oldham, OL3 7DB. Tel 01457 873700

Leicestershire

Greenlane Service Station, Greenlane Road, Leicester, LE5 4ND. Tel 0116 274 1667

Norfolk

Alby Service Station, Cromer Road, Erpingham, Norwich. NR11 7QE. 01263 761393

North Yorkshire

Ingfield Service Station, Main Street, Hellifield, Skipton. BD23 4HX. 01729 851111

Muston Service Station, Scarborough Road, Filey, YO14 0EH. Tel 01723 516600

Shropshire

Local Service Station, The Mount, Shrewsbury. SY3 8PE. Tel 01743 369623

Somerset

West End Garage, West Street, Stoke-sub-Hamdon, TA14 6QL.

South Yorkshire

Whamcliffe Garage, Summer Lane. Barnsley S70 6BN. Tel 01226 205033

Suffolk

Ingate Garage, Lowestoft Road Beccles NR34 7SA. Tel 01502 712513

Tyne and Wear

Shiney Row Garage, Front Street, Shiney Row, Houghton le Spring. DH4 7DX. Tel 0191 385 6919

Warwickshire

Halfway Garage, Watling Street, Kilsby, Rugby. CV23 8YE. Tel 01788 822614

West Glamorgan

Northway Garage, Northway, Bishopston, Swansea. SA3 3JN. Tel 01792 232432

West Yorkshire

Tennant Motors, Swinnow Lane, Bramley, Leeds. L513 4LZ. Tel 0113 256 3411

Scotland

Toll Garage, Smallburn, Muirkirk, Ayrshire. KA10 3RE. Tel 01290 661229

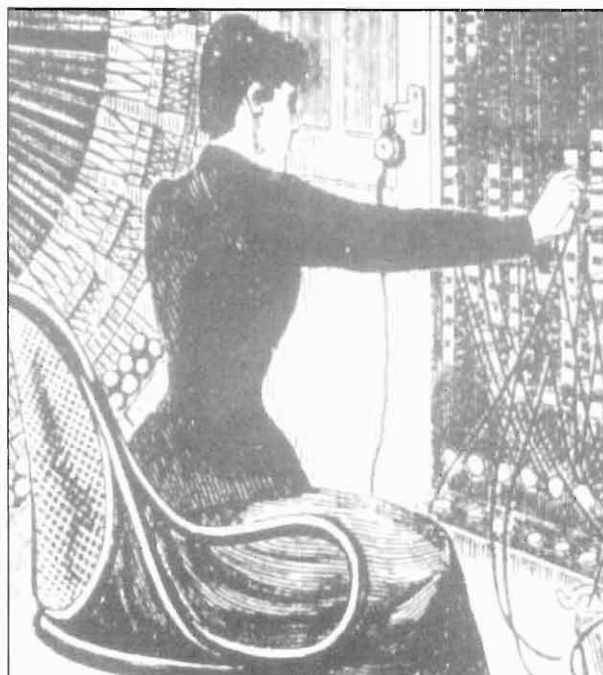
Tower Service Station, Alloa Road, Clackmannan. FK10 4HG. Tel 01259 219473

Townfoot Service Station, Main Street, Kirkconnel, Sanquhar, Dumfriesshire. DG4 8LU. Tel 01659 66458

Riggend Service Station, 460 Stirling Road, Riggend, Airdrie, Lanarkshire. ML6 7SS. Tel 01236 830242

Smithy Service Station, Lochlibo Road, Shillford, Glasgow, Lanarkshire. G78 4AA. Tel 01505 850508

Fallas Filling Station, Main Street, Fauldhouse, Bathgate, West Lothian. EH47 9BL. Tel 01501 771661



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Champagne and Chocolates Millennium Tour

by Lynda Ogborne

We arrived on the dock at Dover at 8.30am on a Thursday morning in July. Eight tractions and a 1938 Peugeot 302. Nine assorted couples - some old friends, some new faces.

(The Peugeot is the pride of Eileen and Len Mills). Helen Brixton and Graham Jones had literally just moved house and only unearthed their passports from the packing cases at the eleventh hour. Stephen and Lindsay Arthurell - new to Traction rallies - had trustingly arrived without a road map of France (as had one or two others) but a quick visit to the ship's store soon rectified this. Several of us recounted various travesties of hospitality in Dover the previous night.

All problems melted as we crossed the Channel drinking our first glass of champagne - at 9.30 in the morning - in Club Class



Champagne, Chocolates and Tractions. Bliss

comfort! Off at Calais and the exhilaration of the open road - first stop Brugge.

Finding Brugge was easy. Finding the Hotel Academie more of a problem. When your eyesight is less than perfect and your Flemish a little slow it is easy to misinterpret the 'No entry' sign that adds, as a tiny afterthought, the Flemish equivalent of 'except for access'. Three quarters of an hour later, having traversed the moated town, exited to the ring road and re-entered by one of the many and frequently swinging bridges, we abandoned the car and walked the last 30 yards to the hotel. Reunited with our Traction a precipitous drive into a red-lit cavern marked the entrance to the hotel's underground car park.

"Ignore the red light" said Graham cheerfully. "At your peril" shrieked the hotel Manager - the descending security gates having been known to slice a car in two! Getting out of the car park was to be even more interesting - but that's tomorrow's story.

Belgian Beer

The moment the Ogbornes leave England is the signal for a British heat wave. It was again this year, but this time we took the heat with us. Brugges was hot. The hotel rooms were hot. The trip round the local brewery was very liquid and very welcome. The cooling boat trip around the town's picturesque waterways was welcome. Dinner was welcome - but we should have stuck to drinking beer because Belgian wine is an acquired taste. At the end of our first day, bed was welcome. The mosquitoes were not welcome and some of us generously fed the next generation of mosquito larvae during the night.

Robin and Sue Dyke bounced, rattled and scraped their way up the 30° garage slope next morning. Following them we drove so cautiously we got half way and ran out of 'traction' to make it to the top. (Something to do with the newly installed high ratio crown wheel and pinion, I am reliably informed.) So we slid back down and took a run at it - emerging into the brightness of the street like a cork from a champagne bottle...

A chocolate stop at the Pralinette Chocolate factory in Brugge furnished us with our first chance to stock up with cherry



Dante Mansi inspects the grape

liqueurs and rich Belgian chocolate - purchases made obligatory by the advice that chocolate was good for your health and didn't give you spots. Dream on...

Champagne

From Brugge to the appropriately named Hotel de Champagne at Epernay. This was a long but scenic journey broken by some with lengthy lunches, hay wagons and gendarmes. Surrounded by champagne vines on the chalky escarpment what could we do but drink champagne? By the time we had all gathered for dinner the single champagne aperitif had become two or three, and by the time we drifted down the road to the restaurant where we were to dine in style, we were noisy.

Next morning Graham and Margaret Pitcher organised a photocall with the obliging hotel Waiter, our chocolates and all the champagne bottles we had emptied the night before. The picture tells it all!

After a short drive north to Reims we had a chance to explore the magnificent Cathedral before booking into our next hotel, L'Assiette Champenoise. At least some of us explored the Cathedral. There were those who made a bee-line for the hotel, ate a seven course lunch, slept all afternoon and were nearly late for dinner!

L'Assiette Champenoise was something else. A petit chateau-style house with many additional wings, immaculate gardens and a swimming pool, its rooms were garden suites and its kitchens providers of gourmet French cuisine. The milk-lamb we were served for dinner that night was softest pink and crumbled to the touch. Succulent is an inadequate word to describe it. As a lifelong 'lamb hater' even John was won over. And the wine list - well! Breathtaking it was - especially next day at bill-settling time...

More Champagne

Sunday morning we sampled the delights of the Piper Heidseck Champagne Cellars in Reims. Little gondolas carried us around a cellar 'adventure trail' in best Disney-style tradition before we were allowed to sit in the red and black splendour of their lounge sipping more champagne. The exit via the shop delayed us

all a little longer accompanied by the smell of red-hot plastic as credit cards were swiped too and fro at exorbitant rates. And the carrier bags are collector's items. Then it was on towards the north coast and Le Touquet and another treat in the majestic splendour of the Westminster Hotel with echoes of its glorious hey-day.



L'Assiette Champenoise



Paris Traction at Westminster


Hand laid tiny mosaic tiles in gold, silver and black on the floor of the bathroom. High ceilings and tall French double windows opening onto an iron-work balustrade. Very French. Very chic.


Our 'black tie' dinner that evening was an excellent meal of bouillabaisse followed by tender beef and free flowing French wine. In our private 'banqueting hall' we were attentively but inconspicuously attended by a single waiter. When one of the party cautiously declined the soup because of a shell fish allergy, a plate of paté and a glass of red wine was quickly produced as an alternative. One couldn't be expected to drink white wine with paté, after all! A nice touch. A very French respect for all things 'alimentaire'.


Too soon it was time to split and part. The Monday afternoon ferry beckoned and the return to work on Tuesday morning loomed large.

We had enjoyed five days of hospitality and motoring. The cars had behaved themselves remarkably well. We had set out a mixed bunch of friends and strangers and returned a group of dedicated hedonists.

But even in such an unashamedly hedonistic holiday there was room for exhibitions of sheer excess that cannot go unrecorded and unrewarded.

 One such prize must go to James Emery and Jayne Filby who were spotted eating a seven course gourmet lunch and a five course gourmet dinner on the same day at L'Assiette Champenoise in Reims!

 Another goes to John 'Wino' Ogborne for managing to run up a bar bill for 1030FF in one evening - with a little help from his friends!

 But the 'Golden Chevron' has to go to Dante and Maggie Mansi for demonstrating that, when you want to overtake a hay wagon going uphill, a 'peu de welly' in a Traction can surprise even a French Gendarme!

A big MERCI BEAUCOUP to Esther and Richard for having made it all possible.



Pit stop at Reims Grand Prix circuit

tocsection scene

South Midlands section

STEAM UP IN BEDFORDSHIRE 2nd September 2000

We met at the top of Dunstable Downs and watched the kites and gliders swirling in the invigorating breeze. Down in the plain below we could see the village of Eaton Bray and by midday we were parked on the green in front of the White Horse. Jonathan Howard's Rosalie and Tony Stokoe's Six were given pride of place, and there were by now 14 other Tractions. The sun came out and we enjoyed an excellent lunch break. In the afternoon we progressed to the Leighton Buzzard Narrow Gauge Railway where almost everybody had a ride. The weather was less kind, but the variety and ingenuity of the tiny steam engines interested us all.

Our next meeting will be in late March or April 2001 probably on the western side of our section. If anyone has any ideas for a meeting in the Vale of White Horse or perhaps near Broadway please let me know.

Robin Dyke

Tel: 01865 858555

Email: robin_dyke@compuserve.com

Welsh section

On this year's Welsh Mountain Road Tour a good supply of Tractions appeared. We set off from Knighton up the pretty winding road to Newton and into the meet of the event, some very steep and twisty lanes to reach Llanfair Caerinion in bright sunshine. If the previous lanes were steep, the next section to Lake Vyrnwy was worse, but everyone eventually found the correct route and arrived lake side for an ice cream, a chance to catch the breath before the demanding and beautiful pass that took us to Dynas Mawddwy for lunch and a look at The Woollen Mill. Hugh and Laurie Wisdom-Stone's car had a little tantrum but was persuaded by Hugh to run again with the threat of the starting handle! We all set off again south, heading for Staylittle pass and then into Hafren Forest for a long tea stop with all sorts of cakes a goodies brought along by various generous participants. Traditionally we headed back to Spout House via more Mid-Wales lanes for supper with lots of chat about the days motoring. We hardly met an oncoming car all day long, it is possible to find empty roads in UK! Thanks to all participants 7 Tractions, 1 Jag mk1, 1 Mini-Cooper, 1 Mazda MX5!, 1 Spitfire, 1 WWII Willys Jeep. If you want to come next year watch this space!

The other event of the year, except pub lunches was The Boules Tournament at Roland and Anne Kirk's. The member turnout was poor but the afternoon was great just like Anne's food you don't know what you missed. Thank you both for all your efforts. For next year we need some new ideas, so come on lets have some volunteers coming forward, I will be doing the tour again, so lets be hearing from you please. There will be a pub lunch in November to kick around your ideas!

Happing Motoring

John Worthing: 01584 831239

Mid-Shires section

September 2000

The BBQ at Bernie and Pearl's was better than ever. We had a full house, with lots of good food, wine and company. As Bernie said "This seems to be becoming an annual event, long may it continue".

November 2000

NEC Classic Car Show, Saturday 4th and Sunday 5th. Always worth a visit; especially the Auto Jumble.

December 2000

TOC Christmas Bash, Waisall, Saturday 2nd and Sunday 3rd, £99 per couple. Contact Steve Southgate, 0121 357 2256

Mid-Shires Christmas lunch at Donington Manor Hotel, Donington Park. Send your name and £5 a head deposit to make sure of a place.

Helen Brixton

Tel: 0116 272 0116

Email: mid-shires_toc@upaloft.co.uk

West of England section

August - The weather system in Wiltshire has decided that a picnic at Longleat is not a good idea - once again it rained. In anticipation of this, we had arranged an alternative meeting place at a nearby pub which had the effect of splitting the party in two. Those who had come from the north and east decided that the rain was not sufficient to put them off the picnic, whereas those from the extremely wet south and west opted for the pub! Terence McAuley - one of the intrepid picnic crew - made a pilgrimage to the pub and enticed those of us who had chosen dry surroundings and hot food to join the rest in the damp. Despite the confusion and inclement weather, we all enjoyed a walk through to admire the view of Longleat from Heaven's Gate and ended the afternoon wet but happy.

September - By the time this issue of Floating Power is distributed - and assuming that there is petrol on sale again - we shall have made a return visit to the Tredegar House Rally in aid of Leukaemia Research. This event is well worth a visit for the large numbers and wide range of vehicles on display, in addition to many other attractions for those members of the family for whom cars are a means of transport rather than a topic for endless discussions.

October - This is planned as a joint meeting with the local branch of the Classic and Historic Motor Club. Details have yet to be decided and will be circulated locally in plenty of time.

John Ogborne T: 01749 870501 E: jogborne@compuserve.com

Scottish section

I still only have one offer for a round of golf and even that needed a little bit of persuasion! Surely there must be another two rabbits out there to make up a foursome. Anyway, onto the calendar such as it is:

OCTOBER 29: *Sunday afternoon social- Hillfoot Cottage COLLAGE. To discuss possible additional events for the 2001 calendar and to assess interest in ICCCR Boston 2002. Arrival in Tractions is desirable but not mandatory- E type Jaguars will be allowed in!*

2001

MAY 6: *Spring lunch run- usual start venue Perth*

JULY 14-15: *Wheels of Yesteryear -Dalmeny House- Club Stand*

RECENT EVENTS:

2 club Tractions (Kenny Cocker and Andy Burnett) attended the Forres Theme Day on 2nd. September. This interesting event

completely takes over the town centre for the day when all the entrants park along both sides of the main street for close inspection and admiration by locals and tourists alike. Period dress is encouraged on this event-Andy Burnett obviously enjoyed reverting to his former career by dressing as Inspector Maigret! Andy and Sheila have taken their immaculate Big 15 to numerous Scottish events this year, amassing an impressive collection of silver in the process, "Best in Show" at Forres being the latest addition.

The first CCC Scottish Section rally away from Doune took place at Stirling Rugby Club grounds--it's true--there really were showers, toilets, loads of space, cooked meals available all day and the famous Ceileidh was as good as ever! On the Traction front Andy's Big 15 excelled again with Frank Grant's Light 15 and Kenny Cocker's Light 12 among the runners up. But prize for most endeavour should go to Traction owners Mick and Moira Holmes who, on this occasion, forsook their Commersiale in order to DRIVE their Bijou from Nottingham to Stirling and back. They even found time for a deviation via Roger Williams to drop off some Traction brake drums on the way home!

RSAC Veteran, Vintage and Classic Car Run: 57 cars started this year from Glasgow on a route via Loch Lomond to a lunch halt at the Loch Long Hotel, Arrochar. The Cocker Light 12 was the only Citroën this year (Maurice Millar was on holiday). My hopes of a quick thrash up (and/or down) the nearby "Rest and be Thankful" hill-climb course unfortunately did not come to fruition. The return trip via Faslane and Helensburgh took us back to RSAC headquarters for the concours and afternoon tea. The judges gave us 2nd in class- an improvement on last year's 3rd.- roll on next year!

Kenny Cocker: 01821 650436
ken@killfoot.fsnet.co.uk



Scottish Section Clubstand, Bob Agnew's Light 15 and Dalmeny House

Lakes & Border section

On 23rd September Liz and Jim Rogers organised a successful meeting which attracted some 10 vehicles from around the region. Centred on Kendal to enable those enthusiasts from West Yorkshire, Lancashire, Cumbria and Cheshire to easily attend, the event was open to all Citroën clubs, namely the TOC, CCC and 2CVGB.

With autumn upon us and winter just around the corner, this part of the country tends to become a little isolated at this time of year. The section is planning a full eventing season for 2001, and therefore, as the media often advertises, watch this space! We have a number of new members within our region, which is always good news! Traction are especially thin on the ground in Cumbria! Noel Davidson from near Carlisle is restoring his Slough Light 15, the car having been known in club circles for some time having once been owned by the late Ted Knight. Noel is well versed in Citroën matters and was at one time working with a now defunct Citroën agency. As I understand, Bob Cuppage has been able to offer Noel some help and advice. Many Club members will know Bob's own Light Fifteen which has been in the process of renovation for some time. It is rumoured that Bob will have the car on the road again in the New Year following a succession of little problems including a mouse that made its nest in the top of the radiator...

Malcolm Bobbitt: 01900 825581

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| Door Panels, set of 4 - Vinyl, LT15 | £287 | Supply |
| Door Panels, set of 4 - OE Cloth, 11BL | £262 | Supply |
| Carpet set 10 piece edged - LT15/11BL | | |
| Complete with fittings and adhesive - wool pile | £271 | Supply |
| As above but in wilton | £321 | Supply |
| Boot Hardura Felt Kit - 3 piece, edged & adhesive | £49 | Supply |
| Sound proofing 1/2" thick Felt Kit - Standard | £53 | Supply |
| Sound proofing 1/2" thick Felt Kit - Trimmed Delux | £76 | Supply |
| Furflex - Door Draught Excluder | £4.50 | /metre |
| Wool Pile Carpet - 40" wide (various colours) | £19.50 | /metre |
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| Headlining - 11BL/LT15 etc grey or fawn | £117 | supply |
| Headlining - 11BL/LT15 supply and fitted | £299 | supply |
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toc correspondence

TRACTION CASSOULET

In the Swiss TA Club's Newsletter they featured a Frenchman called Cassoulet in Aix en Provence converting Tractions into near perfect convertibles; there were pictures showing really amazing conversions of apparently high quality. Has anybody ever heard of this man or company? Does anybody know how to contact him? The Swiss couldn't provide any help, search in the www was fruitless. Thank you or anybody else for your help.

Dr Thomas Loebenstein, membership no 1593, Vienna, Austria.

GRAND DAY OUT


May I thank all 70 guests who participated in the May Bank Holiday event. The weather though patchy really turned up trumps on the Sunday and we had a "Grand Day Out". The scenery and company yet again were absolutely splendid. I look forward to seeing you all some time soon. Thanks for coming.

Liz Rogers, Carnforth

6V VERSUS 12V

Yet again a nice magazine arrived and was much appreciated. I am getting a little concerned as to when I might see the 6v to 12v conversion. My 'Onze Normale' is no longer on the road due to falling apart electrics, please, if the details of the conversion are available, point me in the right direction. Past issues? Copies of your notes? Whatever. Thanks.

Malachy Bell, Newton Abbot

 A new article on this subject is promised shortly. Meantime you could contact Alec Bilney or Eric Knowles who both published articles on electrics in the past. Ed.

BIG 6

Jonathan Howard writes: Alec, I can help you with your enquiry in the July/August magazine about lubricating the clutch shaft on your 15/6. If you look carefully at the illustrations printed, you will see that they relate to a type G (early) 15/6. As your car is a type DV (later) 15/6 it has a different engine, gearbox and clutch mechanism, with no oil holes over the clutch shaft. I fear you scraped the lovingly applied paint away in vain.

Jonathan Howard, Chipping Norton

TRACTION EXPERIENCES

As a new member of the TOC and also a new owner of a 1954/5 Paris Built Traction Avant 11BL (in need of considerable amount of TLC) I thought someone might be interested in my/our story and involvement with Tractions or what I only then knew them as "Light Fifteens".

I caught sight of my first Traction when I was in my early twenties and I had not been officially driving all that long. My cars at that time had been Morris Eights, an Eight E, Ford Populars and other various similar cars and models belonging to friends. The Traction was on a garage forecourt, not far from where I lived and I could not get over the style shape and sheer elegance of the beast. Compared to my involvement with cars up to that time it looked wonderful and I was totally impressed. It was a 1949 black Slough built Light Fifteen. In general the car looked quite nice and I ran it for a year or two, the only problem I can remember having was a knocking drive coupling, which I

had repaired at Radwar. Other minor problems I was able to repair myself as there was a plentiful supply of spares at the local breakers.

For personal reasons, which I would not want to bore you with, I parted company with the car in late 1962. In late July 1963, I was travelling past a car sales lot in Wolverhampton, with my then to be, and who is still my wife, and caught sight of what was to be my next Traction. This was also a Slough Light Fifteen. We ran this motor for a year or two, until we had the chance to purchase a Big Boot Light Fifteen. This we also ran for a few years until, through work commitments, I had to change it for a more conventional car and at the time we could not afford the luxury of two cars.

Through the intervening years we have had numerous other cars and, since the mid eighties, most of them have been Citroëns. We have often wondered what might have happened to our 'Light Fifteens' and we would like to ask any member has any knowledge of them. Unfortunately we do not have any details of the first one, however, we do have photographs of the last two and the registration numbers are clearly shown (GUJ 427 and PON 956). We would be delighted if we could find any trace of them - could they have survived?

We are very excited over our 'new' acquisition and can't wait until we can have it on the road again and able to participate in some of the TOC events

Cliff J. Richards

20 Penk Drive, Etching Hill, Rugeley, Staffordshire, WS15 2XY

FLAMING TRACTIONS

I note the letter from Roy Hamley on page 20 of Floating Power for July/August 2000. This is a shot of one of the exploits of Jean Sunny who seemed to have a reputation for spectacular stunts with motor cars in France in the fifties and sixties. The favoured car for these stunts was of course a Traction - I believe because of the inherent strength in the monocoque - and more possibly I suspect because they were cheap...! I have a long article on him and his exploits in a copy of the Citroën Almanac of 1985, and this contains photographs of more of his exploits and views of the cars before and after stunts. In "22...! V'la les Traction" by Fabien Sabates (a super book by the way) there are two pages in living colour of tractions flying through the air and in flames in the hands of this gentleman. I don't suppose any members would like to have a go at emulating these feats...

Mike Tebbett



2000 National & International club events

Nov 4-5th

NEC Classic Motor Show

£8.50 adults - £3.50 children under 16 accompanied by their parents.
Senior citizens - £6.50.
Adult Car Club Members - £6.50 in advance only.

This is a tremendous show and a good opportunity to buy parts from the large Autojumble. We will welcome all members in the traditional way to the TOC Stand No. 5975 in Hall 5.

Dec 2nd -3rd

Grande Millennium Christmas Weekend

After an excellent Millennium Year Steve and Barry 'the Brick' have reserved the facilities of the Quality Hotel, Walsall for a Grande Millennium Christmas Weekend. The event will be open to all TOC Club Members but numbers will be limited to availability.

The cost of the weekend will be approx £99 per couple which includes Saturday Christmas meal, overnight accommodation, Sunday breakfast, and full use of the Leisure Suite for residents throughout Sunday.

At the last Christmas Dinner many of our Ladies were in gowns, and splendid they looked, and gents in D.J.'s. This was well accepted, and is welcomed again, but not compulsory. If you would like to participate please telephone Steve or Barry before November. We hope to attract 100 Club Members for the occasion.

Please call now to reserve your place
Steve Southgate

Tel: 0121 357 2256 Home 01902 495758 Wk

2001

May 26-28th

Heart of England Tour

Come and start the club's 25th anniversary year in scenic Leicestershire and Rutland. Book your place now by telephoning Richard and Esther Hooley on 01664 840453.

Postponed to 2002

The Midnight Sun Tour

It is with regret that I have to announce the postponement of this trip to 2002. The reason is that I will be having a second total knee replacement within the next few months and will not have had sufficient time to fully recuperate and be physically prepared to undertake this lengthy driving trip. There has been a good response so far and I have sent letters to all interested members to date. I hope members will be able to consider the trip in 2002 as there will be more time to plan and save up. Any further members wishing to consider making this trip should contact me and I will forward a rough outline to them as to the routes, costs, etc. It will take two weeks to enable us to have time to enjoy the wonderful scenery in this part of the world.

The Norwegian Traction Owners Club have expressed an interest in joining us for the trip, which I am sure will add to our enjoyment.

Mick Holmes 08700 122002

June 15-17th

TOC National Rally - N.B. REVISED DATES

Venue: Bucklegrove Camping & Caravan site booked with a separate field and facilities. Plenty of B&B/hotels available. Saturday Evening: Hall and "Barn dance" band booked. Caterer lined up. Sunday: Wells Green Cathedral Green - this is a wonderful setting that we have been privileged to obtain. Telephone *John Ogborne 01749 870501* for more information.

July

BRITTANY TOUR

More details to follow

August 24-27th

NORMANDY RALLY


Based around Villedieu les Poêles. Details to follow.

2002

August 9-11th

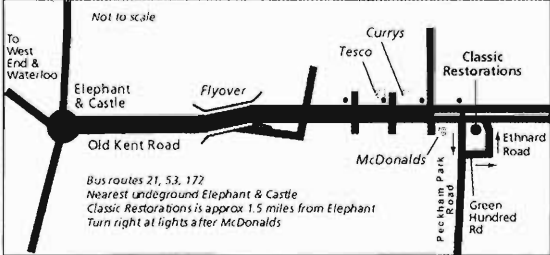
ICCCR USA

The 12th International Citroën Car Club Rally will take place on the campus of the University of Massachusetts at Amherst. See *July/August 2000 Issue* for more details or ring *Graham Pitcher* on 0208 360 9192



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



TRACTION OWNERS CLUB

2ND & 3RD DECEMBER 2000



TRACTION OWNERS CLUB



GRANDE MILLENNIUM CHRISTMAS WEEKEND

After an excellent Millennium Year Steve and Barry 'the Brick' have reserved the facilities of the Quality Hotel, Walsall for a Grande Millennium Christmas Weekend. The event will be open to all TOC Club Members but numbers will be limited to availability.

The hopeful itinerary will be:

Sat 2nd Dec 12pm - 4pm Book in Hotel - Visit to a local attraction, Walsall.

4pm - 6pm Chat in Lounge - Survey or Use Leisure Suite

7pm - 7.30pm Christmas Dinner in Private Function Room

10pm till Late Party Time !! - Retire to rooms

Sun 3rd Dec 8am Swimming Pool & Leisure Suite Open

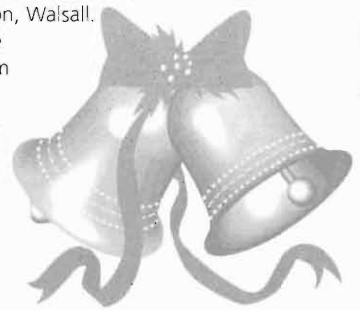
9 - 10am Full English Breakfast

11am - 4pm Use of Leisure Suite, Gym, Sauna, Solarium & Pool.

Local Interests include:

Star City (Bham) 6 Miles (Ideal for Sunday afternoon)

Walsall's new Art Gallery



The cost of the Weekend will be approx £99 per couple which includes Saturday Christmas Meal, overnight accommodation, Sunday breakfast, and full use of the Leisure Suite for residents throughout Sunday.

The location is the "Quality Hotel" Junction 10 M6 Walsall. This is a recently built hotel by Truste House Forte. Overnight accommodation is limited and a guaranteed room must be booked by 30th October 2000 through Steve Southgate.

At the last Christmas Dinner many of our Ladies were in Gowns, and splendid they looked, and gents in D.J.'s. This was well accepted, and is welcomed again, but not compulsory. If you would like to participate please telephone Steve or Barry before November. We hope to attract 100 Club Members for the occasion.

Application Form

Steve Southgate Tel: 0121 357 2256 (home) 01902 495758 (work)

NAME: ADDRESS:

POST CODE:

TEL:

| | |
|--|---|
| Accommodation Inc. Breakfast ... Double Room @ £25 per person | £ |
| Accommodation Inc. Breakfast ... Twin Room @ £25 per person | £ |
| Accommodation Inc. Breakfast ... Family Room @ £25 per person | £ |
| No. of Children (Free if sharing Family Room, breakfast extra on day) | |
| Single Accommodation @ £35 per person | £ |
| Saturday Evening Xmas Meal: No. of Adults @ £24.50 | £ |
| No. of Children @ £12.25 | £ |
| Wine pre-ordered Red White @£9.95 | £ |
| <i>(Private Cash Bar Available for Wine and Drinks) Includes Resident D.J.</i> | |
| Total Cost: £ | |

Guests: Please list all names of Guests for table settings

Do you prefer the Vegetarian menu? YES NO

Please write on separate paper if you need more room and attach to form

Please make Cheques payable to TOC. - Cheques can be post dated to 15th Nov 2000 if desired, but please return form ASAP so I can inform Hotel of final numbers. There are 40 rooms reserved for accommodation and maximum 100 Dinner Guests.

Steve Southgate, 'Birch Grove', 34 Woodlands Ave, Walsall, WS5 3LN

