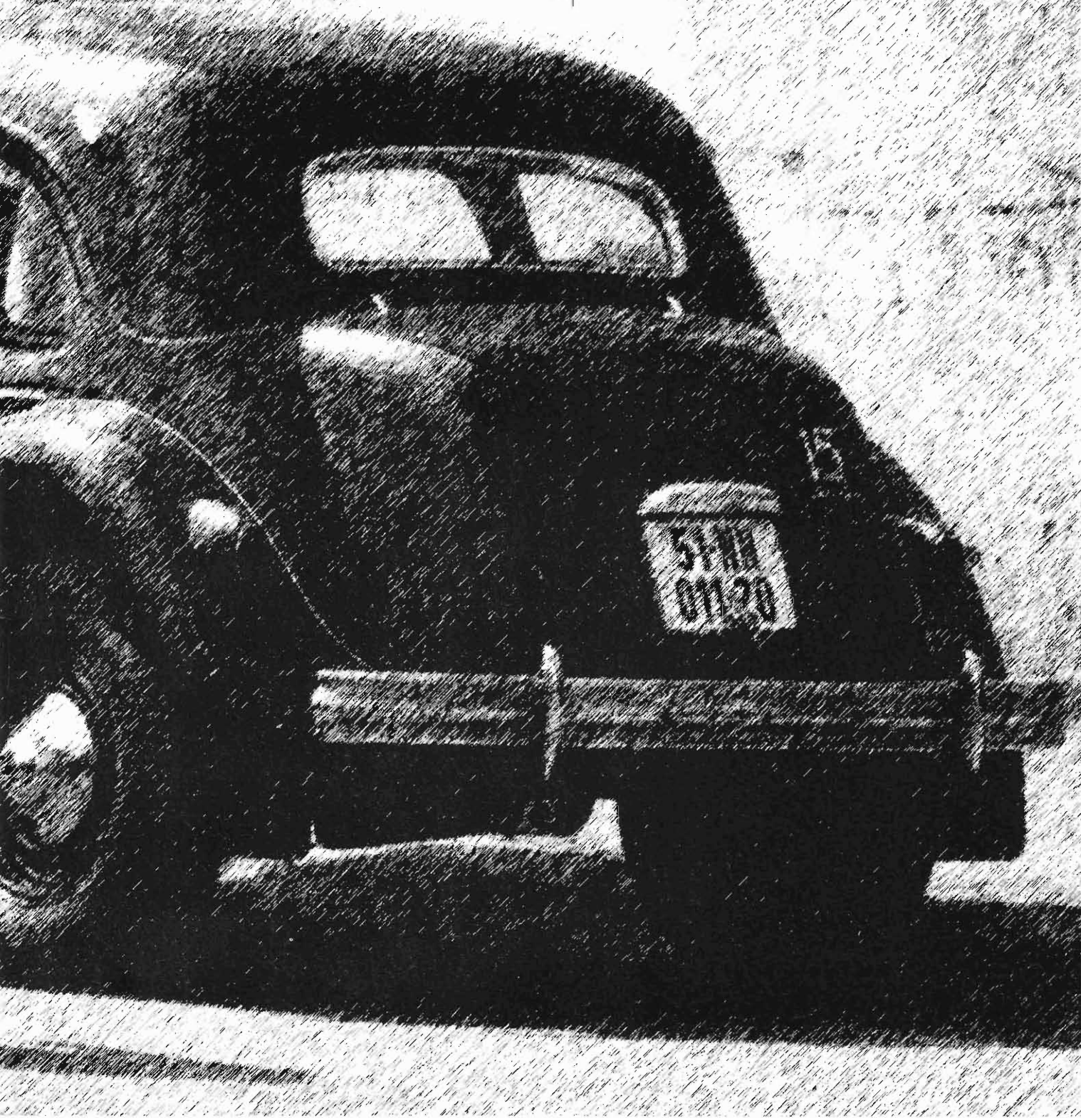


# Floating Powers

january/february 2001



# toccontact



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

# Contents

jan/feb 2001 volume 25 issue 2

# Floating Power



4 Chairman's note by Paul de Felice

5 Showtime Report

6 Brittany Rally 2000

8 1976 and all that!



9 Fine fine

10 TOC Gallery - Vietnam

11 TOC Tech - AC Fuel Pump

15 TOC Diary



16 Power of Advertising

18 TOC Gallery - Limited Editions

21 Section Scene

22 TOC Correspondence

## Editorial

*It is some months since the last issue of Floating Power and apologies for the lateness of this issue number 2 of volume 25.*

*2001 signals the 25th anniversary of the Traction Owners Club and over those years since 1976 there have been many changes; not only within the TOC, but in the general increasing interest in classic cars. I'm not sure how much a gallon of petrol cost in 1976 but I think it was a bit less than it is now. This is of course slightly offset by the nil rate of Road Fund Licence which we now all enjoy - a move which was viewed with some cynicism when it was introduced as perhaps being the thin end of the wedge in removing old cars from our roads. See FBHVC news on page 15 for details of 'End of Life' legislation. As more motorways and bypasses have increased traffic speeds and shortened journey times throughout the country, travelling by Traction is now quicker than ever before and distances to events are not as daunting as they once were.*

*Your fellow members are busy preparing a memorable year of events which will culminate in a Silver Anniversary Ball in December which we hope many of you will attend. Leading up to this we have the Heart of England Tour in May, Annual Rally centred on Wells, Somerset in June, Brittany July, Normandy August. Classic Car Show November together with numerous regional events.*

*Notes of your memories and stories of events and the personalities of the club are being sought for inclusion in a later issue of Floating Power this year*

## Front Cover



Jake Olver's Big 6 in Ho Chi Minh City

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## Chairman's Note

February 2001

Paul De Felice

For those of you who don't already know, I'm writing to you as your new Chairman appointed at the last Committee Meeting on 26th October 2000. My appointment as Chairman was a surprise to me and not at all expected. However, after being cajoled and badgered by a few committee members over the past month, I have now got used to the idea and relish the thought of taking the club forward enthusiastically into the new millennium.

First of all I would like to thank Alec Bilney, our outgoing Chairman of the last four years, who very admirably steered us through at times turbulent waters and now is looking forward to a private life of his own where he can play happily with his two tractions, numerous motorbikes and amphibious landing craft that are all part of his collection and need a considerable amount of TLC, which has been missing when time has been in short supply over the pressures of chairing the TOC.

I would also like to take this opportunity to thank both Andrew York and Terence McAuley who over the past few years have carried out sterling work as General Secretary and Treasurer respectively and whose efforts have been greatly appreciated by all.

I would also like to welcome aboard at the helm of the TOC both Helen Brixton as General Secretary and Tony Malyon as Treasurer, both of whom I know are looking forward to taking on their new roles and enjoying their involvement.

In the last issue of Floating Power we asked members to write in with their views on the front wings project, however only a few of you have replied and we would like a response from more of you to get a better feeling of what the members think. So if you can find the time, please e-mail or write in to me or Helen Brixton with your views so we may discuss them at Committee and carry on progressing the front wings project further.

In July 2001 it is the Club's 25th anniversary and we are still inviting suggestions on how we can celebrate the event with something special. We have quite a few rallies going on this summer, maybe we should do something special as a celebration at one of those rallies?

## toccommittee

February 2001

The first Committee Meeting held after the AGM was at the end of October at the Express Holiday Inn on junction 9 of the M1. This was a new venue which was an ideal location, so we thought, however the traffic at the bottom end of the M1 ended up a nightmare with at least half the committee getting there considerably late. Alec Bilney started the meeting in true style, thanked the committee for their support over the last four years, said it was almost a full-time post and felt that it was time to step down. Then suddenly - surprise surprise - there I was proposed, voted in as Chairman and took the chair for the rest of the meeting. In the re-distribution of duties Peter Simper joined the Club Spares sub-committee and Steve Reed took on the responsibility of all the silverware. Steve knows where most of the cups are but if any of you have old silverware that has not been returned to the club please let Steve know - he would be very grateful.

### Advertising

The Committee decided that a new format of free advertising of Traction-related services/suppliers was needed and should be provided in Floating Power. It has been decided that an index which will provide a list of contact names, telephone numbers and a brief description of services/parts available will now be a free standard entry and larger display ads will be charged extra accordingly.

### Exhibitions

A long awaited decorative backdrop for display stands at Classic Car Shows was approved and purchased by the Committee. The backdrop which is some 10m long depicts Tractions in various French street scenes by artist Clive Warner and its first outing was the NEC show in November.

The Membership List for publication has now been finalised and is available to all members for the nominal fee of £3.00 to cover costs and postage. The list is available from John Oates and will only include members who have approved their details to be published to other members.


### Spares

The large quantity of South African spares offered to the Club earlier on this year have now been inspected by one of the Committee members during a recent business trip to South Africa.

We now have a list of some 2,500 items available as a job lot, ranging from minor items like original new brass Slough wheel nuts and bushes re-manufactured locally in South Africa together with hundreds of engine and gearbox components as well as 25 S/H gear box casings, numerous Slough electrical parts and instruments, 65+ S/H doors and 60+ S/H wings, plus 2 complete second-hand body shells all of which have little corrosion and require only minor welding. There are no new gearboxes or engines, but there are some old engines from broken cars that do run and are included in the "package".

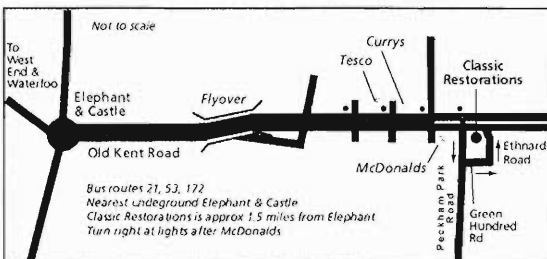
The spares sub-committee is currently working hard on the feasibility of such a large purchase of spares and the practicality of its storage.

Paul De Felice. Chairman



### CLASSIC RESTORATIONS

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



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

# It's Showtime!

by Mick Holmes



**The Classic Car Show took place at the National Exhibition Centre, Birmingham, on the 4th and 5th November 2000.**

The Traction Owners Club was well represented with four Traction Avants. The cars displayed were Peter Simper's beautiful cream Big 15, Richard Dupont's black Light 15, David Boyd's ivory Roadster, and Mick and Moira Holmes' cream and black Commerciale.

### Display

The Club's new Display Backdrop, featuring French scenes and Tractions by the artist Clive Warner was really

impressive, and attracted many admiring comments from Club members and public alike. It is a tremendous asset to the Club and will be of great use in the years to come at shows throughout the country, as it is versatile and easily adaptable for different situations.

Fortunately the weather on set up day, Friday 3rd November was excellent, Saturday was fine and Sunday also was good until about 3pm, when the heavens opened. By this time the halls were full so turnout was not affected. The attendance in fact for the whole show was very good.

### Support

The stand attracted a lot of attention and there were many enquiries about Club membership, and how the cars were made. We had good support from Club members, and membership enquiries from overseas visitors from as far away as

Vietnam, Greece, and Cyprus to name but three.

We did not win any awards this year, but at least the best Club Stand went to a Citroën Club, 2CVGB, very deservedly so, keeping it in the Citroën family group.

We would like to take this opportunity to thank all the members who

exhibited their cars, and also all the people who came along to help and support us on the stand. A big thank you to Richard Hooley for all the hard work he put in to get the display stand ready in time.

Special thanks must go to Clive Warner, who took time to have his work copied on to CD and presented this to the club for our use on the backdrops. See page 19 for examples of Clive's work.

## November 2001

Classic Car Show, NEC Birmingham, Sat November 17th & Sun 18th 2001

The year 2001 is the Traction Owners Club's 25th Anniversary year and plans are being made to celebrate this throughout the year.

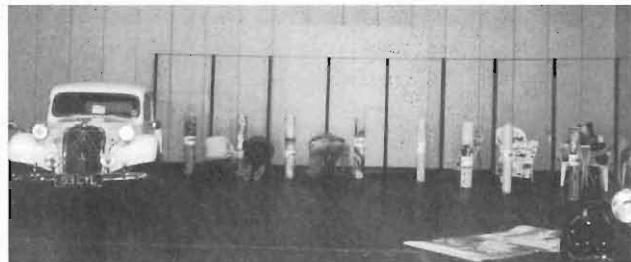
Application has been submitted to the organisers at the NEC for a large display stand and so I am taking this opportunity to ask all members to support this special year.

We are hoping to present between 10 and 12 cars ranging from the late 20's and early 30's rear wheel drive saloon and tourer and then show a selection of different models of Tractions from 1934 to 1957. I know this is looking ahead quite a long way, but I would like members prepared to display their cars to contact me with details, and a photograph if possible, so we can prepare the presentation in good time.

We will, of course, be using our new backdrop, but any help regarding other display ideas and materials would be very much appreciated, for example Model Arc do Triomphe, Eiffel Tower, Pissant etc.

Lets have the ideas and offers of help pouring in so we can celebrate the end of our Silver Anniversary year in style.

Contact Mick Holmes: 0870 012 2002



# Brittany Rally

Patricia De Felice

## July 2000

***It was a lovely way to celebrate our 20 year wedding anniversary - in bunk beds on a ferry to Cherbourg, but then these days that's how we always seem to celebrate it - on our way to the Brittany Rally!***

This year we met Mick and Moira Holmes on the night ferry, had a few drinks then off to bed, ready for an early start the next morning. The four of us travelled from Cherbourg along the coastal road, with a short stop for breakfast and the wonderful French coffee as we gradually got into "Brittany Rally mode". Liaising with Terence McAuley along the way (who was already in France) we decided to all meet up in Dol de Bretagne "outside the Cathedral in the town square" said Terence. "Have you been there before" I enquired, to which he replied "No, but there's always a Cathedral and a town square". The trouble was that the Cathedral and the town square were not near each other but we eventually all met, had a coffee and then found a marvellous restaurant for lunch. We were now in true "Brittany Rally mode" and instinctively knew this was going to be a good rally.

We then headed off to meet the rest of the Brits at a Fast Hotel on the outskirts of Rennes. Here we stood outside Mick and Moira's room in the pouring rain drinking wine, before going off for yet more drinks in the bar and then another wonderful meal in a nearby restaurant. Off to bed to be ready for our convoy to Rennes.

The official meeting place on the Thursday morning was the supermarket car park at Leclerc a Cleunay on the outskirts of Rennes.

### **More than normal**

Here the tractions were converging from all directions and with this year's rally of Brittany and Normandy being organised jointly by Club Des Traction Avant De Bretagne and Amicale Traction Cauchoise De Normandy there were certainly more cars than normal (35+) and a lot of smiling faces looking forward to what lay ahead.

Brenda and Dennis Kallend's Normale nearly missed the meet due to a faulty dynamo but luckily they found a small garage who had the dynamo re-built while they waited and sent them onto the rendezvous with only a couple of hours' delay - how lucky can you get.

Again bonnets up and it was Mike Redgrove's Normale who had a faulty starter and with the usual enthusiasm there were numerous helping hands with differing suggestions to solve the problems.

So far we had only all met on the first morning of the rally and the British contingent had had two breakdowns and we hadn't even started the rally.

### **The Bells! The Bells!**

Stocked up with our picnic lunch we headed for the first campsite in Villedieu-les-Poles where we had a reception (fortunately inside as it was pouring with rain). We had our drinks and said our hellos then in true British style sat under the trees in the rain and ate our lunch. Some of us decided it was too wet to pitch our tents so booked into a nearby Le Fruitier Hotel and then went off to the first visit of the tour which was to the local bell foundry. How interesting this was to see how bells are made, the casting procedure, the moulds, it was unbelievable to see how the bells were still being made the same way as they had been for centuries.

Next was a visit to a Clock Museum which had a marvellous display of clocks dating back to the 17th Century.

Both tours were very interesting and a change (for some of us women) to car museums.

Then it was time to get ready for drinks in the bar and another wonderful meal in Le Fruitier hotel. Day 1 of the rally over, off to bed to prepare for day 2. So far so good.

We drove through beautiful countryside to the village of Beauvron where we stopped for a picnic This was one of the most beautiful villages we have ever seen depicting the Normandy architecture. Being our first time in Normandy we really enjoyed the long drive, passing such beautiful houses. After lunch we headed off for Caudebec. We arrived in the town square and the reception was unbelievable. People were lining the streets and waving. Now I really know what it feels like to be "Posh Spice" with good ol' Becks at my side. Yet more drinks awaited us and people chatted and everyone was looking at the cars. It really was a lovely atmosphere. But all good things come to an end and off we went again to our second campsite where we pitched our tents and quickly got ready to go off for yet another wonderful meal at the 'Le Normandie' restaurant. After the meal we were entertained by Barrie and Rose who had us all in hysterics with a "puppet" show. The French then entertained us with their review and then we went out to watch a firework display over the River Seine to celebrate Bastille Day.





The next morning, as we departed the campsite we were stopped along the side of the river and photographed individually by our cars - they really do recognise me, I thought!!! But then I realised that everyone was being photographed. We all wondered why? We then went in convoy to a Citroën garage in Honfleur where we were given - yes, you're right - a welcome drink and a look at a Traction under restoration. We were allowed to leave our cars there and made our way on foot for a free afternoon in Honfleur. Guess what we did? Found

Next morning we headed for Fecamp where we had a reception with the Mayor. All the women were given red roses - these French men certainly have charm! Jean Laugeois had hired a room where we could all picnic and then we walked down to the Palais Benedictine and had a guided tour plus tasting of the famous Benedictine liquers - now this was what I would call very interesting!!

#### Farewell

We then drove to Hericourt en Caux where we all parked up and went inside



for a farewell drink. He we received our plaques and after the speeches the mystery of the photos-by-the-lake was solved. We were each presented with a framed copy of each of us by our cars. What a perfect end to a perfect rally. We all said our goodbyes and went our separate ways. A small group of us went in convoy to Le Havre. Terence, Mick and Moira, Jackie and Dave and Bernie and Pearl all booked into their hotel rooms and joined Paul and me for a farewell meal in a restaurant in the harbour. We ate, drank and were very merry. It had been such a lovely four days, although I felt something was different this year. After pondering on this for a while it suddenly occurred to me - we hadn't had one argument on the whole of the rally!!! "Wait till I get you home" I said "we've got some catching up to do" ...

*With grateful thanks to Patrice and Jean for one of the best Brittany rallies yet. Looking forward to 2001.*



another fantastic restaurant for another wonderful meal and a glass or two of wine whilst we sat and watched the world go by. What a way to live! But alas we had to drag ourselves away and back to the campsite to get ready for the drive to l'Abbay de Gruchet le Valasse to see the Son et Lumiere.

We walked amongst the peasants in a mock medieval market in the Abbey grounds. We were entertained by local dancers whilst we ate and then went on to see the Son et Lumiere which started with the Romans and ended with Jean Laugeois driving round in his Traction at the Liberation of Normandy.

What a fantastic night. We all left feeling wonderful and it didn't even dampen our spirits when we got totally lost. But we eventually found our way back. That was a night to remember.





# 1976 and All That

Murray Adams writes...



*I received Floating Power Vol 25 No 1 in November and as member No 11 could not resist your call to 'put pen to paper' about the beginnings of the Club. (Indeed there is hardly an Adams that I know who would reject the opportunity of reminiscing, given the right liquid refreshment that is, and many of us have been known to commit our thoughts to paper, for posterity or want of something better to do.)*

Unfortunately some weeks have slipped by since the initial drafting of these lines and I hope they may still be includable somewhere.

I have owned Tractions continuously since 1971. Three to be precise, all Paris-built post-war Onzes. I was in the home of Tractions in 1976 (well, not too far from it anyway: Amiens is about 100 miles due

North of Quai de Javel...), teaching English and recovering from a harsh Picardy winter, when I heard of the nascent Club through the Citroën magazine, which I occasionally took.

I soon after joined up and received my card.

My one memorable contact with the Club in its early days was the first French Picnic, held late that summer on the Surrey downs if I remember rightly. I came in my (second) Traction, which had a loud exhaust and a lot of rust - quite the average condition for

members' cars in those days! I arrived late, but with a surprisingly appetising terrine of home-made 'French' pate.

What struck me immediately was the extreme friendliness of those present. I spoke to Fred Annells whom I had met before while looking for spares; met Graham Sage and many others; got my first eyerise of a Roadster; and was introduced to Mr Bibendum, who of course I confidently predicted would go on to be voted best advertising logo of the century.

As the sun set on that September evening I left for home, at peace with the world, knowing that fellow eccentrics really did exist after all, and feeling that somehow things would not end there.

T. Dyer (member 1687) certainly wouldn't gainsay that!

*P.S. I have just run Spellcheck and my computer suggests renaming you Alec Baloney. As you can see I have resisted the temptation... but could not resist a footnote!*

*P.P.S. And you should see what they suggest to replace Onzes!*

## 25 Years on 1976 - 2001

Could all members who helped form the TOC 25 years ago and can recall the early meetings of members at the onset contact Martin Vickerstaff, 2 Adams Row, Scorrier, Nr Redruth, Cornwall, TR15 5AR. You may have interesting stories to tell about those early days.

Martin is in the process of putting together a history of the Traction Owners Club to be published in the magazine later this year. Please remember this is your club and this history can only be achieved with the help of TOC members.

## toc tech

### Cardan Keys - Fred Annells

Reading the article about "changing a drive shaft" I note that there isn't a mention of the two small keys (2mm x 3mm) that fit the top and bottom ball joints! It is very important that these are fitted back correctly as it's been my experience in the past to find these flattened. The key locates the ball in its position on the stub axle. As one can realise, if this isn't so, the "Ball" isn't fitting the taper." As with all tapers there has to be no oil or grease on the surfaces to ensure that "Drive" exists. The key doesn't do that, it is merely a means of preventing initial movement and location.

**toc**spares hotline  
01243 511378

Chris Treagust

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





# Fine Weather Fine Wine - Fine!



Dante Mansi tells a story

*First of all I would like to thank Lynda Ogborne for her wonderful account of the Champagne and Chocolates Millennium Tour; it certainly brought some wonderful memories back!*

I would also like to thank her for not going into too many details regarding my Golden Chevron™ award. I think Rule 28 of the Club Rules, and mention of having my chevrons ripped off and my gear lever snapped as I was drummed out of the Club was suggested as a cause for discretion, but nonetheless, I feel I must share my brush with Gendarmerie with you.

I actually hold Stephen Arthurell entirely responsible for my brush with the law. It was he who first spotted the restaurant on the road to Epernay. It was he, together with James Emery who insisted we go for the 5 course gourmet lunch. (*Sounds familiar, James?*)

## Press On

This obviously put us several hours behind schedule, so as we waddled back to the three Tractions, and as I was leading the convoy I thought we should press on to Epernay as soon as possible.

To cut a long story short, at one point we were going downhill when we saw a haywagon going uphill some distance in front of us. What with the momentum of the five course lunch, the Roger Williams gearbox and John Gillards lightened flywheel and regular maintenance, we shot past the haywagon and through the village at the top of the hill.

The next thing I saw was a gendarme in the middle of the road, arm aloft, waving me into a layby. I pulled in, and



eventually Stephen and James pulled in behind me. The first thing the policeman said to me was 'Are you together?', as if it was perfectly normal to see three fifty year old Tractions racing about in the middle of nowhere. With the benefit of hindsight, I should have looked at the other two, smacked my forehead with the palm of my hand and said, "My God! where did they come from?" but I fear my schoolboy French would have packed up after 'Mon Dieu!'. As I got out of the car to accompany the policeman to his van, my wife, Maggie, and Lindsay and Stephen realised that as usual, I was driving barefooted, which they assumed was also another perhaps more serious offence. Apparently the British Consul in Paris was mentioned at this point.

## Bare Foot

The Gendarme, however, made no comment about my bare feet, but did

explain that I was clocked at 88 km/h in a 50 km/h. zone. I tried to explain that one needs to take a run at hills in Tractions but he still fined me 600 francs.

I have to say that Stephen and James redeemed themselves at this point and showed true Traction spirit when they insisted on chipping in 200 francs each.

As we set off, though, I thought it prudent let Stephen lead us into Epernay. What a mistake that was! Stephen really got the bit between his teeth and set a cracking pace. Poor James, whose car was fresh from an immaculate restoration rapidly, disappeared from the mirrors, so we stopped to let him catch up. The red mist seemed to descend on Stephen again, and he was off like a rocket.

Mercifully, I don't remember many details, but I clearly remember the three of us rocketing past a combine harvester on the wrong side of the road.

One of my fondest memories was James rocking with laughter, saying he never knew Tractions could go so fast.

My heartfelt thanks go to Richard and Esther for organising this wonderful tour, which was obviously meticulously planned, and went like clockwork, and was a great credit to them both.

Maggie and I made some great new friends, and I look forward to renewing our new friendships at the various tours and rallies during the year.



# tocgallery

## Good Morning Vietnam

Pictured here are photographs of my Big Six (Registration 51 NN 0120) during an outing around Ho Chi Minh City, Vietnam in September 2000.

One shot shows my Traction visiting, possibly re-visiting, the Auto-Hall Establishment Bainier which was presumably the franchise for Citroën in Indochina during the French colonial era. You will notice that the rear number plate sits vertically on the big boot of the car which argues with the horizontal indentation on the boot itself. The licensing regulations of modern Vietnam, not the owner's aesthetic sense, mandate this arrangement.

Another point of interest is that in Vietnam, each nationality has its own unique numeric series - the English one being "NN".

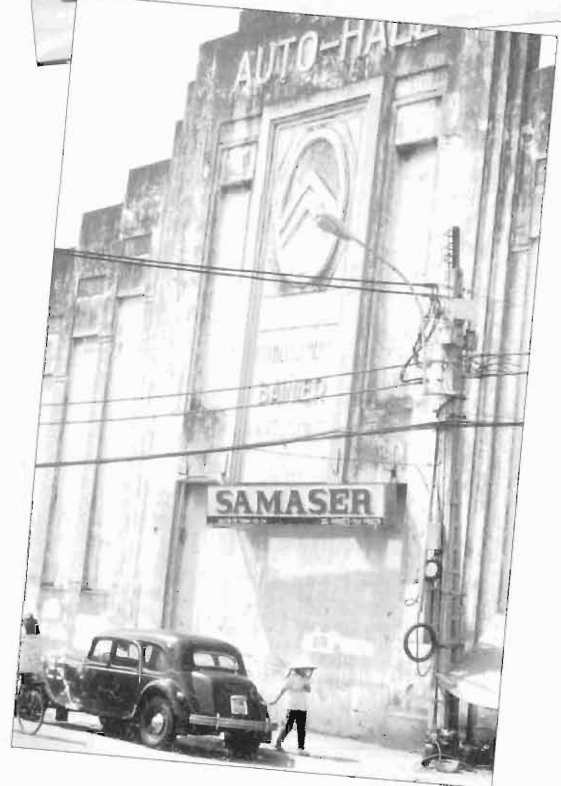
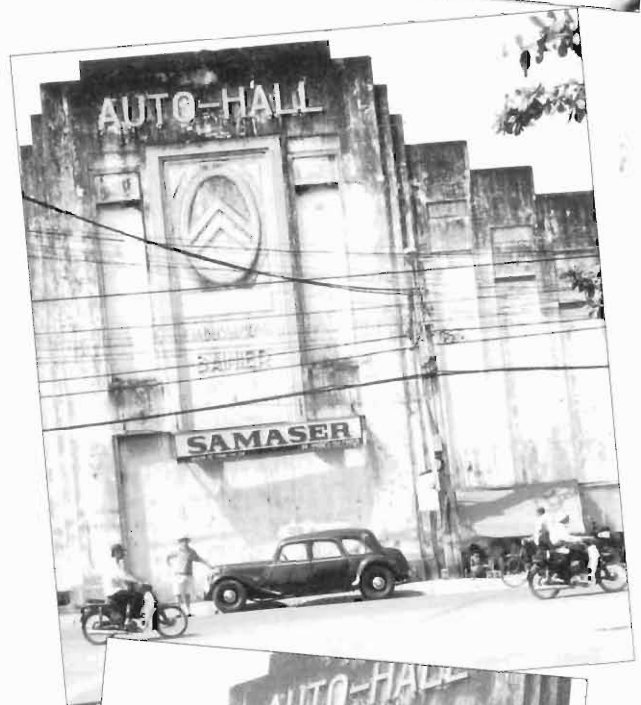
The second photographic setting is the former Hotel de Ville in Saigon which now serves as the headquarters for the People's Committee of Ho Chi Minh City.

I hope to send photographs of a Traction graveyard in which lie, buried beneath canvas, some twelve 4 cylinder cars that are awaiting the day when they may be exported from Vietnam.

I welcome dialogue with club members about the Traction scene in Vietnam.

**Jake Olver. Tel/Fax: 001 848 849 3261.**

**Email: taikoo@hcm.vnn.vn**



CITROËN

toctech

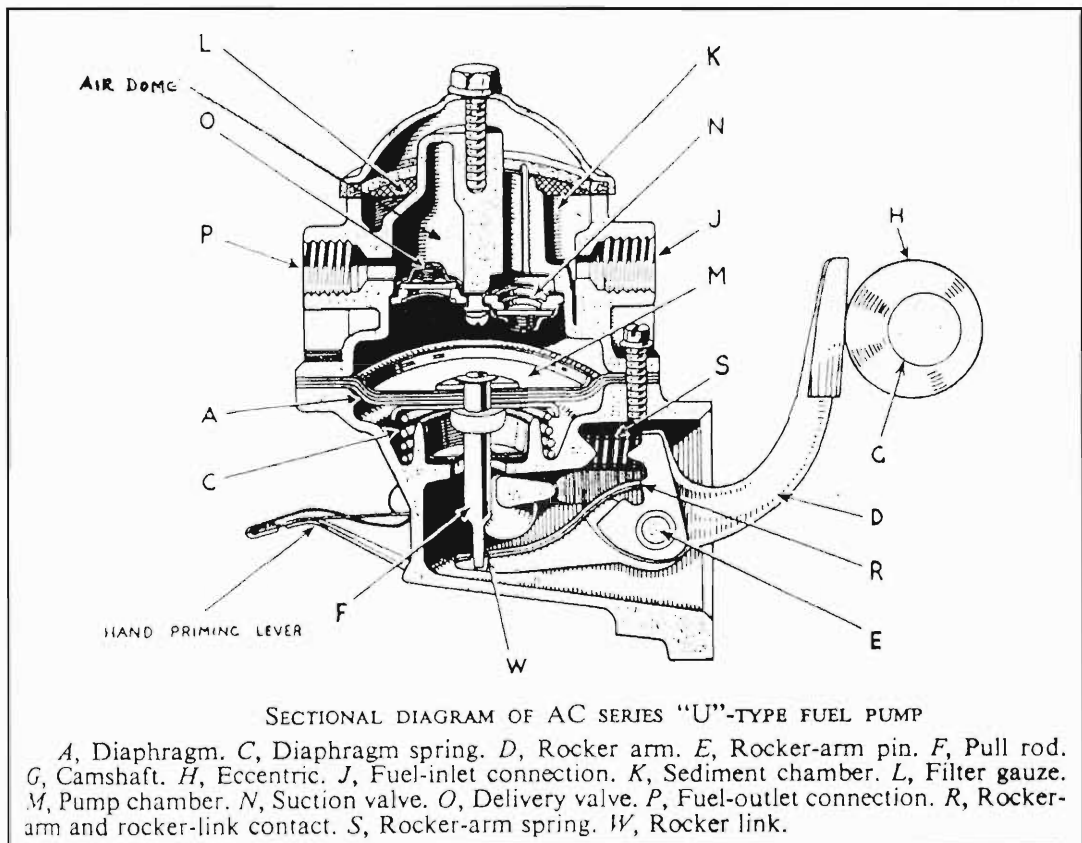


volume 1

Maintenance **5**

# AC Mechanical Fuel Pump

Reprinted from *Floating Power. Beginner Workshop* by G.Rease Nipple



# AC Mechanical Fuel Pump

THE TWO TYPES of AC fuel pump generally used on the Traction are the T and U types, both of similar design but varying in size and detail.

## CONSTRUCTION

Basically the pump consists of two die castings, the body and the upper casting. These are assembled by a ring of screws round their flanges which pass through a diaphragm trapped between the two units.

Two slots in the end of the pull rod engage in the forked end of a link, restraining a compression spring located by the diaphragm protector and the body. Oil sealing washers are fitted around the pull rod. The link is pivoted on a pin passing through the body and retained by spring clips. Sharing the same pivot is the rocker arm.

In the underside of the upper casting fits the valve gear. On the T type pump the valve components are individually assembled. There are two valve plates or seats; one is set into the body and the other forms part of the retainer. The inlet and outlet valves of the U type pump are formed as separate assemblies with their seats and springs, held in place by a retaining plate secured by two screws.

## OPERATION

For every two engine revolutions the rocker arm, kept in contact with its eccentric on the camshaft by the small compression spring, will move through a limited arc. As it does so it will take the link with it. As the rocker arm is lifted, the diaphragm, which is attached to the link by the pull rod, will be pulled down and create a vacuum in the

pump chamber above the diaphragm. Air pressure in the fuel tank then forces fuel along the pipe line and into the filter and open inlet valve and into the pump chamber.

On the return stroke pressure from the diaphragm spring forces the diaphragm upwards, thus ejecting the fuel from the pump chamber, through the pressure valve and outlet pipe, and into the carburettor. This sequence is repeated until the carburettor bowl is filled, when the needle valve closes and shuts off the flow from the outlet pipe. When this happens fuel is trapped in the pump chamber, keeping the diaphragm fixed in its lowest position. This holds the link out of contact with the rocker arm until the fuel is used and the needle valve opens, allowing fuel to flow from the pump chamber, and the diaphragm to rise. Thus with the next cycle of operation the rocker arm will contact the link again. The hand primer operates the link in much the same way.

In this way the pump automatically adjusts its output to the requirements of the engine, and delivery pressure is dependent only on the compression spring.

## TESTING

Owing to its simple design and direct mechanical operation, together with automatic lubrication by oil mist from the crankcase, the AC fuel pump normally has a long service life.

Faults are usually due to wear on the rubber diaphragm and valves after long service or faulty maintenance.

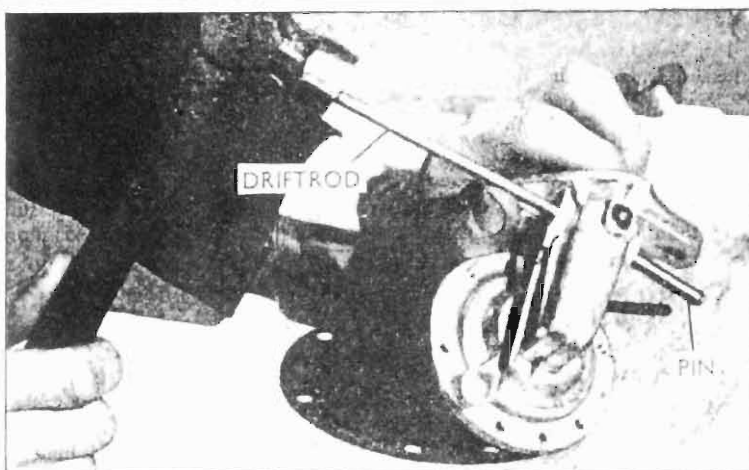
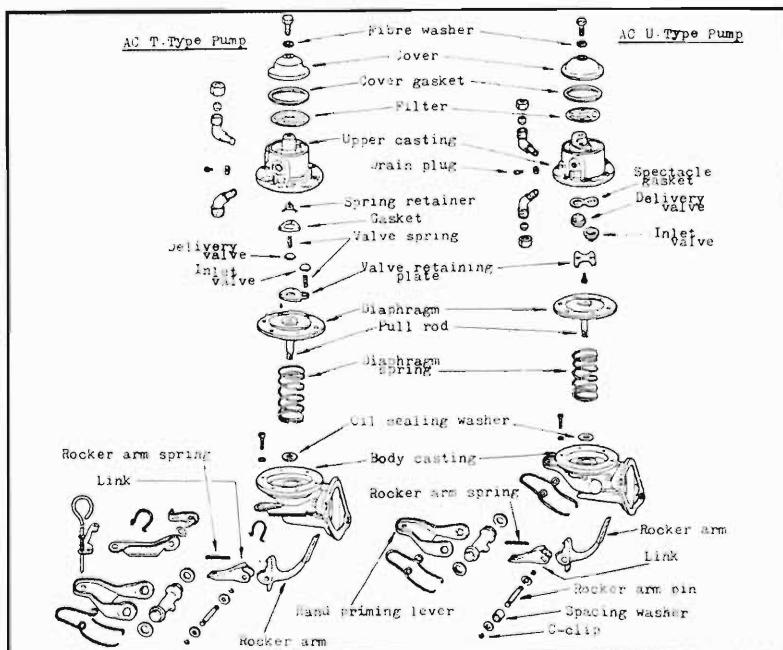
Do not, therefore, assume that a pump is faulty, however strong the indications, without first examining all other possible factors.

Leaky, bent or choked tubing and leaky connections are frequent causes of trouble—such as lack of fuel at the carburettor and difficulty in starting and should be looked for before touching the pump itself.

Another occasional non-pump cause of poor fuel delivery is 'vapour lock', due to some part of the pipe system being located too close to the exhaust system or other heat source, thus heating the fuel enough to make it vaporise. In fact the pump itself can also be guilty of vaporisation if no cooling draught can reach it or if the Traction fuel pump shield is missing.

A simple test is to remove the feed pipe where it enters the carburettor and turn the engine with the starting handle. For each two turns of the engine a spurt of petrol (about 1/2 egg-cupful) should be delivered. The petrol should be clean and free from air bubbles.

If the lack of fuel persists after all the pipes and connections have been checked, examine the filter cover. If it is loose, tighten



TO DISMANTLE THE PUMP

Detach pump from test stand, take off spring clip from one end of rocker-arm pin, and drive out pin by means of a drift rod. This will release rocker arm, link, rocker-arm spring, and (if fitted) two spacing washers.



the nut, making sure that the cork gasket fits perfectly in its seat and makes an airtight joint without being unduly compressed. Alternatively, the filter screen

itself may be dirty or clogged, in which case it should be removed and cleaned. Leakage of fuel at the edge of the diaphragm is a trouble which can sometimes be cured

without removing the pump from the car, by checking the six cover screws. If they are loose, tighten them, not consecutively, but alternately. Flooding of the carburettor is one fault that is frequently assumed to be due to the fuel pump. The pump is, in fact, never wholly the cause, although it can sometimes aggravate the flooding as a consequence of air getting drawn in through leaky pipe joints or the filter gasket. The normal remedy for carburettor flooding is to check the needle valve at the inlet and to clean out the float chamber.

If a pump is considered to be too noisy, due, presumably, to worn or broken parts, it may save trouble, before dismantling it, to run the engine minus the pump to ascertain whether the noise is not, in fact, in the engine itself. Care should be taken, of course, that oil does not escape unduly through the pump mounting hole in the engine block.

#### DISMANTLING THE PUMP

If none of the preliminary tests and checks described above have succeeded in curing or locating the trouble, and it is decided that the pump must be taken to pieces for repair, the following procedure should be followed. Before dismantling the pump the position of the top cover relative to the body casting should be marked by means of either a centre-punch or a file. This is most important, and if forgotten is bound to cause trouble and loss of time when reassembling.

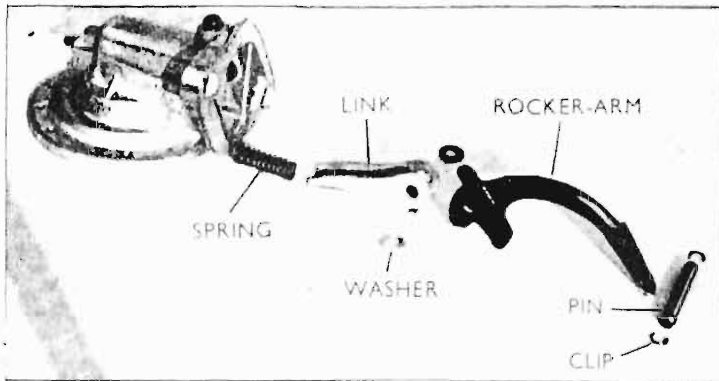
Take off the filter cover by removing the cover screw, and remove the gasket and filter. Detach the top casting by taking out the six fixing screws holding it to the body.

On T type pumps, remove the three screws which hold the valve retainer to the top casting. This will release the two valves, two springs and valve-spring retainer. On U type pumps, remove the two screws holding the H-type valve retainer to the top casting. This will release the much simpler pair of valve sub-assemblies, each of which contain the valve, spring and valve seat in a sealed unit.

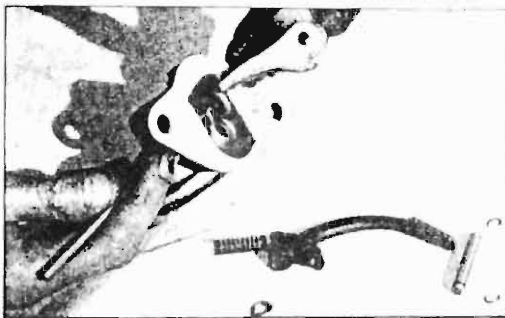
All the parts so far dismantled should now be placed in a clean paraffin (or petrol) bath for cleaning, which should be kept apart from the bath used to clean the remaining (and comparatively dirty) parts.

Remove the diaphragm and pull rod assembly from the link by pressing down and giving a quarter-turn (90°)

Take off the spring clip from one end of the rocker-arm pin, and drive out the pin by means of a 4mm dia. drift rod. This will release the rocker-arm, link, rocker-arm spring and (if fitted) two spacing washers.



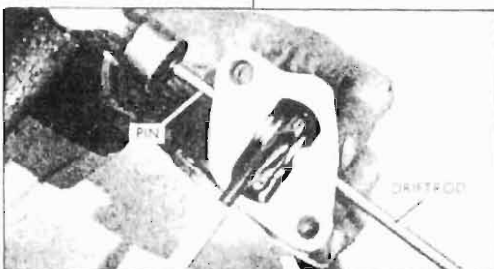
TO ASSEMBLE ROCKER ARM AND LINK ASSEMBLY (1)  
Gather together parts shown.



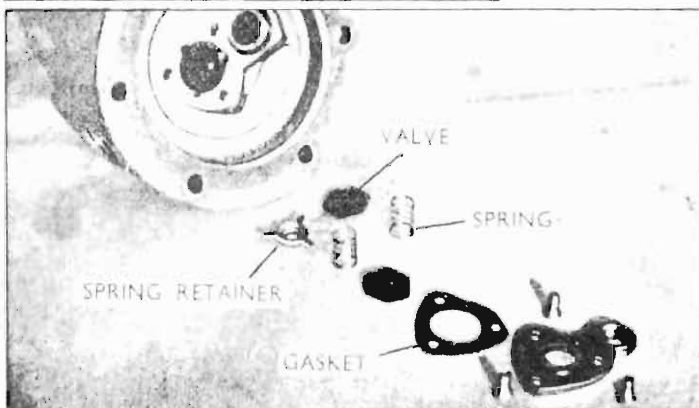
ASSEMBLE ROCKER ARM AND LINK ASSEMBLY (2)  
Insert drift rod into one side of rocker-arm pin hole, and put on spacing washer and link.



ASSEMBLE ROCKER ARM AND LINK ASSEMBLY (3)  
Place rocker-arm spring in position.



ASSEMBLE ROCKER ARM AND LINK ASSEMBLY (4)  
Place rocker arm and second spacing washer on drift rod, and drive out the rod by means of the rocker-arm pin. Snap on retainer clips at each end of the pin.



ORDER OF REPLACEMENT OF THE VALVE-ASSEMBLY PARTS



## 2001 National & International club events

### March 17-18th The London Classic Motor Show

Held at Alexandra Palace there will be hundreds of Autojumble, Small Business and Trade Stands. Hundreds of Classic & Rare Vehicles including Classic Motor Bikes. Club Displays & Practical Demonstrations.

Alexandra Palace, Alexandra Way, Wood Green, London, N22 4AY. General Enq 01296 631181 Fax: 01296 630394.

24hrs/7days Ticketline 0115 912 9185.

Email: info@classicmotorshow.com

Web: www.classicmotorshow.com

### 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.

### 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.

### \* November 10-11th Classic Car Show, NEC, Birmingham

### December 8th TOC Silver Anniversary Ball

To be held at Kettering Park Hotel.

Details to follow.

## 2002

### 2002 The Midnight Sun Tour

Members wishing to consider making this trip should contact me for a rough outline of 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 will add to our enjoyment.

Mick Holmes 08700 122002

### 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

## FBIHVC news


### European Legislation


#### The end of the 'End of Life'!

The EU Directive on the 'End of Life' vehicles was finally given its third reading in the European Parliament on 7 September 2000 and passed through the Final Act stage, the European equivalent of Royal Assent on 18 September.

This means that the deal reached in the Conciliation Committee, has now been formally ratified.

The key elements in the deal were:

 Historic vehicles are not covered by the definition of waste in the Directive, provided they are kept in a proper and environmentally-sound manner. (Vehicles not so kept could still be at risk of being considered scrap.)

 De-registration of vehicles without their destruction, (e.g. SORN systems) would be permitted across Europe.

#### A small bonus

Back in the earlier stages of the legislation, an amendment had been inserted to enable member states to run systems to collect and destroy components removed from passenger cars in the course of repair, thus destroying a key source of parts for refurbishment.

However, in the final stages of the legislation the Commission has issued a useful written statement saying that in their view this provision merely enables member states to do this, but that it does not actually oblige them to set up such a system!

Andrew Burt,

Secretary FIVA European Affairs Commission

## New Members

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

#### New Members to 03.01.01

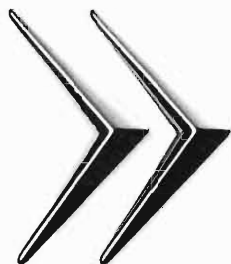
- 1688 A.W. Kensett, Westcott, Surrey
- 1689 J.B. Vanechop, Mittagong, NSW. Australia
- 1690 J. Fordham, Muswell Hill, London
- 1691 R.P. Williams, Reading, Berkshire
- 1692 M. Bigland Leintwardine, Shropshire
- 1693 J. Tushingam, Ilkley, Yorkshire
- 1694 D. M. Buckland, Ashtead, Surrey
- 1695 D. P. Byrnes, Belfast, NI
- 1696 J. H. Darney, Caversham, Berkshire
- 1697 P. E. P. Brice, London, SW5
- 1698 M. A. Gluck, New York, USA
- 1699 W. Van Optijnen, Redding, California, USA

And one member has rejoined

- 622 R. Falkingham, Tharnes Ditton, Surrey

# The Floating Power of Advertising

Gordon Harrison spends a fascinating hour at the exhibition of Citroën advertising, Musée de la Publicité in Paris



## SENS DE LA VISITE



**You just couldn't miss the entrance to the recent Citroën advertising exhibition in Paris - c'est impossible !**

Jutting out from high above the portal of the Museum for Decorative Arts, next to the Louvre, was the front half of a bright orange DS, a dramatic and nostalgic contrast to the endless stream of anonymous cars pounding along the rue de Rivoli below, towards the Concorde. The exhibition was called "Sens de la Visite" ('This way, please') and the famous Citroën chevron logo was placed on its side to show people the way. It was well worth following the arrows, as this compact, well organised display of the commercial and promotional genius of André Citroën and the great company he founded was a delight. It seems obvious

that one of the most creative, innovative and memorable makes of car should inspire some of the most creative, innovative and memorable advertising that France has ever produced.

Duck under the DS and up to the third floor into the Museum of Advertising - a stark, ultra-functional, quite undecorated space that looked and felt high-tech. In the entrance hall, a battery of 20 TV screens bombard you with frantic montages of archive pictures from the beginning of the Citroën saga in 1919, when André Citroën installed the first mass car production line in France, to the present day.

Across in a lounge area a large screen projected continuously an entertaining 20-minute film called Ciné Citron. Produced by Bertrand Taverner. Based on a treasure store of historic filmed sequences showing factories, showrooms, newsreel footage and all the famous Citroën models of the past, it was intercut with clips from a number of French feature films. The Traction, 2CV, DS, CX and SM were as much the stars

of this clever montage as Brigitte Bardot, Yves Montand or Josephine Baker.

The Traction gets its fair share of the film. We see the crowds massing around the Paris showroom in 1934 when this revolutionary car was launched, we see its role in World War II both in the hands of the Nazis and the Free French (FFI).

Our favourite automobile somehow looks just right in the black and white context of the 30's and 40's cinema - particularly gangster movies - les films noirs - as the Maigret series so clearly demonstrated.

Ah ! Those were the days when the baddies always wore long raincoats and trilby hats and drove Tractions! And what about those car chases too!!

Back to the exhibition proper. It was divided into six parts - each a separate 'room', covering a distinct phase in the Citroën history. It demonstrated how, right from the start, André Citroën recognised the importance of high profile promotion of his mass-produced cars as the way to reach a mass audience. How he virtually hijacked Linbergh who had made the first solo flight across the

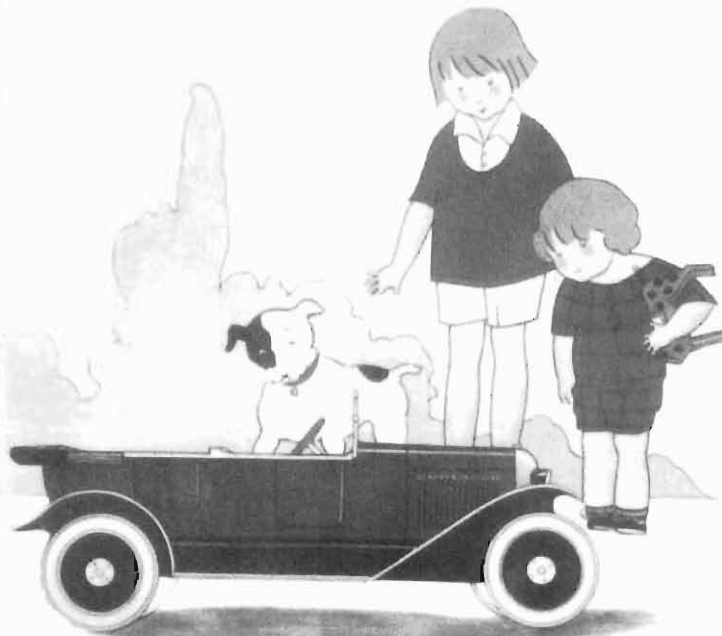
LA BERLINE 11 NORMALE  
**CITROËN**

UNE LIGNE SOBRE ET CLASSIQUE NE SE DÉMODE PAS

Traction  Avant



# LES JOUETS CITROËN



Atlantic to endorse his products, how he put the company's name and symbol up in lights on the Eiffel Tower and how he created worldwide recognition for the durability of his cars by organising expeditions right across Africa and Asia. Post war, the increasing range of Citroën models was made famous by the exquisite press work of Robert Delpire and later, when commercial TV had arrived, by the boundless imagination of the creative guru, Jacques Séguela. Séguela's work includes a spot for the CX, where the saloon is steered into the gaping mouth of Grace Jones, and the launch of the Visa, where the car is enthusiastically driven off the deck of an aircraft carrier, only to be rescued and brought to the surface by an atomic submarine.

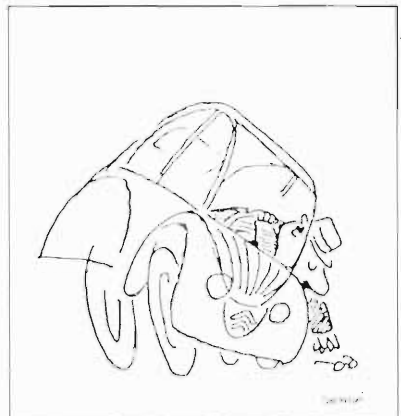
Jacques Séguela is shown on film explaining how the strength of the Citroën name enabled this spectacular Visa film to be made. At the eleventh hour, the script on which it was based was judged by the advertising agency to be the only valid idea on the table. Crisis meeting. With only a few weeks to go before the launch, how do you get to

borrow two rather large pieces of military hardware from the Ministry of Defence? Séguela had only one solution - call the office of the President of the Republic. Amazingly, half an hour later, he had François Mitterand in person on the line - "Well, Séguela, what seems to be the matter?". The rest is history. In addition to TV commercials, press advertisements, posters and brochures, there was an impressive display of toy models of Citroën cars. It was amazing to see how much material can be contained in the small exhibition space.

Two general comments perhaps need to be made about the exhibition. First, there was no English commentary or explanation to the material shown (but the imagery is all very strong). Secondly, the Traction, beloved of us all as the quintessential Citroën of all time, was only one of a dozen or so models featured and there was little truly memorable advertising for it. The explanation probably lies in the fact that Michelin was obliged to bail out the ailing company only a year after the launch of the Traction and one of their first actions was to reduce advertising

and promotions drastically. Then followed the war and advertising really only started to make a mark again in the 50's, when the DS arrived. And yet, the Traction was a phenomenal success. Does this mean that a really great car does not need advertising? Perhaps. And yet?...

At the exit, a book was available for visitors to record their verdict on the exhibition. Most were positive, some argue whether it is Delpire or Séguela who produced the greatest work on the brand. This particular visitor did not add his view but he did suspect that he was not the first TOC member to experience "Sens de la Visite". There, a few pages back, was the opinion of a certain dame anglaise who declared that it was a pity that no reference was made in the exhibition to the 'Slough Traction - the most beautiful model of all'. As the owner of a bog-standard 11B Normale direct from the quai de Javel, I can't say I agree. But then France is after all the country of la liberté d'expression !

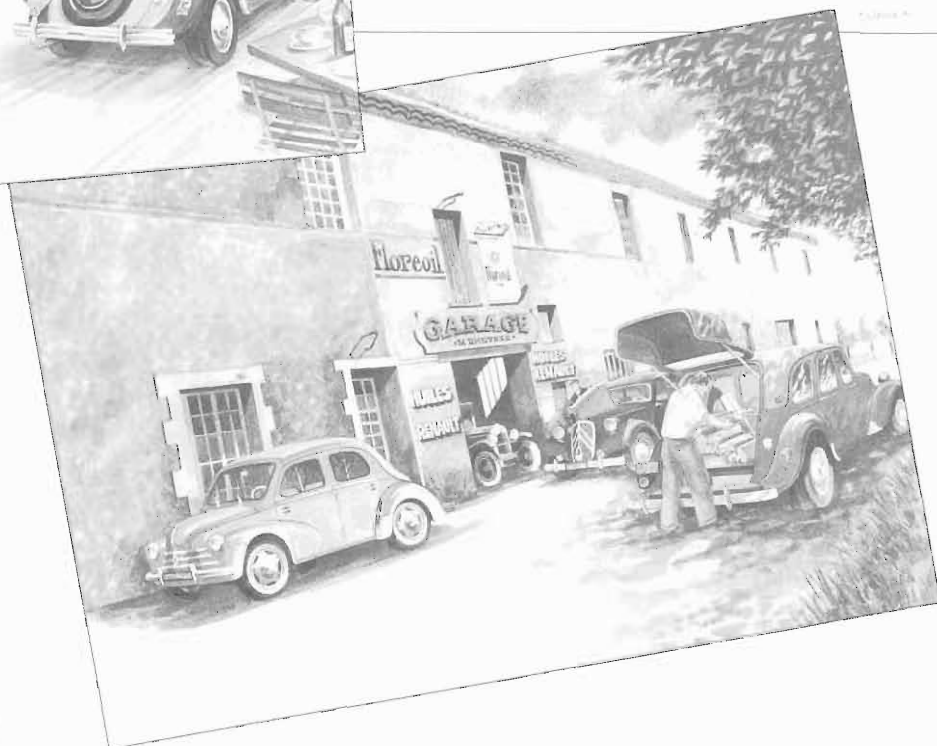


# tocgallery

As reported on page 5, artist Clive Warner kindly allowed the club to reproduce some of his paintings blown up to a giant 2m high. They formed a magnificent back drop to our stand at the NEC in November and a selection is reproduced here. In full colour they

are extremely striking and capture the essence of motoring in France. Some are still available as limited editions.

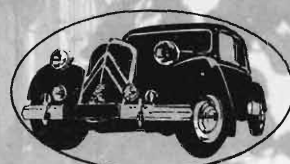
*Call Clive Warner on 01603 423912 for more information.*



# Annual Rally 2001

Friday 15th to Sunday 17th June 2001

City of Wells, Somerset  
and surrounding area



**TRACTION  
OWNERS  
CLUB**



- Venue:** City of Wells, Somerset and surrounding area
- Camping:** Bucklegrove Caravan and Camping Park, Rodney Stoke (between Wells and Cheddar).
- Caravans:** In addition to camping pitches there may be a few fixed caravans for hire. The charge for a 4 berth caravan is from £95 for a minimum of 3 nights. If any are still available after 18th May, bookings for 2 nights will be accepted at a reduced rate - the risk is that they will already have been booked.  
*Details on request.*
- Hotels and B&B:** As the rally is in a popular holiday area, it will be necessary to book early. If you would like a list of Hotels and Bed & Breakfast places please let me know and I will send you one as soon as the details for 2001 have been published. All bookings must be made directly with the hotel or B&B.
- Booking Forms:** A full rally booking form will be included in a later issue of Floating Power.
- Contact:** John Ogborne - Whimbrel Cottage, Wells Road, Westbury-Sub-Mendip, Wells, Somerset, BA5 1EX. **Tel: 01749 870501.**  
Email: [jogborne@compuserve.com](mailto:jogborne@compuserve.com)

# The Traction Owners Club Silver Anniversary Heart of England Tour May 26th, 27th, 28th 2001



A varied programme of events in good old cars, with good company and good food.  
Start this anniversary year in style visting the lanes and inns of Englands smallest county.

no of people			price per person	total	no of people			price per person	total
ADULTS	Saturday	<input type="text"/>	@ £35.00	£ <input type="text"/>	Children (under 12)	Saturday	<input type="text"/>	@ £25.00	£ <input type="text"/>
	Sunday	<input type="text"/>	@ £35.00	£ <input type="text"/>		Sunday	<input type="text"/>	@ £25.00	£ <input type="text"/>
	Monday	<input type="text"/>	@ £20.00	£ <input type="text"/>		Monday	<input type="text"/>	@ £15.00	£ <input type="text"/>
	Full Weekend	<input type="text"/>	@ £70.00	£ <input type="text"/>		Full Weekend	<input type="text"/>	@ £50.00	£ <input type="text"/>

Price Includes: Tour plaque, Road Book and information pack, entry fees, three lunches and Saturday Dinner with entertainment.

Please make cheques payable to Traction Owners Club and send your entry now to:  
Richard & Esther Hooley, Groom's Lodge, The Paddocks, Thorpe Satchville, Leicestershire, LE14 2DR  
If you have any queries, please call 01664 840453 evenings and weekends

Name: \_\_\_\_\_ Address: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 Postcode: \_\_\_\_\_ Telephone: \_\_\_\_\_  
 Please send me: Accommodation list  Camping information



## The CLASSIC CITROËN INSURANCE

Whether you require rally cover, a flexible policy that covers a collection of classic cars or one-off cover for a special occasion, you'll find our uniquely flexible Heritage policy covers everything for your Citroën Traction - at a highly competitive price.

**FOR A FREE QUOTATION  
CALL NOW ON**

**0121 246 6060**  
Classic car specialists established 1965

## tocshop

### TRACTION OWNERS CLUB

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

ITEM	PRICE
sterling	
Bumper/Grille Badges	£16.00
Blazer Badges Embroidered T.O.C.	£5.00
Embroidered TOC Badge for Overall etc.	£5.00
Enamel Traction Lapel Badge	£2.50
TOC W/S Sticker Silver/Blue, Taxdisc Holder	£1.00
TOC Golf Umbrella	£15.00
Mugs with Traction Decoration	£1.50
Ball Pens TOC Motif	£0.60
Poster Les Traction	£2.50
Poster 3D Traction	£2.50
Poster Traction Avant (bas relief)	£2.00
Greetings Cards (pack of 5, without envelopes)	£1.00
Sports Shirt TOC Motif (S. M. L. XL.)	£14.00
Sweat Shirt TOC Motif (S. M. L. XL.)	£15.00
Tee Shirt TOC Print (S. M.)	£6.00
Tee Shirt TOC Print (L.XL.)	£7.00

MODEL	PRICE
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





# tocsection scene

## Scottish section

Firstly, an apology to anyone who wanted to attend our social meeting regarding "Boston 2002" on 29th October - unfortunately the meeting date was already past by the time we received our FPs. If you are interested in attending Boston perhaps you can let me know - so far we are talking about two Traction each with four occupants (share a Traction seems to be the popular theme!!). One interesting result of the meeting was a suggestion to organise a "bring along another classic" run, this would involve every Traction entrant bringing along a friend with another classic of any type thus producing a larger collection of classics for the day but with 50% of them being Traction.

TOC members are always welcome to attend the CCC (Scottish Section) dance in Perth at the Jarvis Perth Hotel (City Mills) special rates apply - phone me for details.

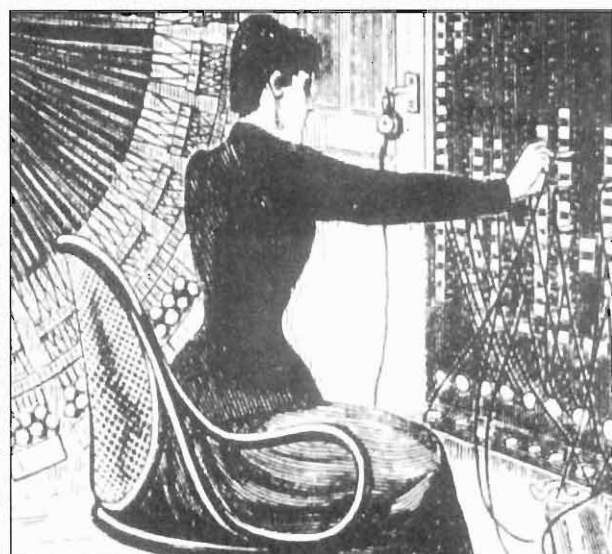
Dates:

- 23 - 25 MARCH** - CCC SCOTTISH SECTION DANCE - PERTH  
**6 MAY** - SPRING LUNCH RUN  
**14 - 15 JULY** - WHEELS OF YESTERYEAR DALMENY HOUSE CLUB STAND  
**SEPT/OCT** - NORTHERN DANCE (details later)

An informal Traction barbecue will take place at Keith Rhodes (Forgandenny) sometime this summer, however, due to the vagaries of Scottish weather this will be a last minute phone round event once the weather forecast looks good!

Last, but not least, rumour has it that a certain Paris-Moscow Slough coupe is coming up for sale in the near future - keep an eye on the TOC classifieds...

**P.S. Please note my correct e-mail address:**  
[ken@hillfoot.fsnet.co.uk](mailto:ken@hillfoot.fsnet.co.uk)



**tochelpine**  
 0870 012 2002  
 from abroad  
 0044 115 911 0960

## West of England section

**September** - Unfortunately, because of the fuel crisis, we were unable to attend the Tredegar House Rally. This rally is an excellent event and it was particularly disappointing to have missed the chance of seeing a wide range of classic vehicles and helping to raise money for Leukaemia Research as a result.

**October** - Another disappointment! This was planned as a joint meeting with the local branch of the Classic and Historic Motor Club but their event was over-subscribed and we were therefore unable to join them. A last minute pub meeting was arranged at "The Full Quart" near Weston-super-Mare and the year's activities came to a quiet end with an excellent lunch amongst good company.

**2001** - Our planning meeting will be held as usual at the "Tunnel House" near Cirencester. I know that members are brimming over with ideas for next year, so I am sure we will have a good turnout! Details will be circulated to members within the area in early January.

John Ogborne 01749 870501 [jogborne@compuserve.com](mailto:jogborne@compuserve.com)

## Wedding Register

Citroën Traction Avant Wedding Car List

NAME	TYPE OF CAR	AREA
DAVID BOYD	1956 11BL Silver	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 Silver	East Sussex
Ph 07802 577578		
Steve Reed	1939 11B Black	Petersfield
Ph 01730 821792		Hants,
PAUL DEFILICE	1951 Lt.15	London
Tel. 0208 3606837	Old English White	
Fax. 0208 3725771		
PETER SIMPER	1953 Big 15 Cream	London
Tel.0208 8911093		
Fax. 0208 5603267		

# toc correspondence


## SAN FRANCISCO MEMBER

On a recent visit to SFO I met Dennis Bayer a TOC member who owns a 1953/4 11B. He lives on a houseboat at Sausalita on the north side of the bay. We went for a trip up to the wine region north of SFO and stopped at a couple of vineyards. This is us outside the "Cline Cellars" vineyard in Sonoma County. Dennis organises a picnic in the wine valley each year and there were 22 cars at the last meeting not bad for California, must be the wine!  
*Andrew York*



## SLOUGH IN CALIFORNIA

I recently bought a Slough built 55 Traction here in the States (only a few left out here) and was wondering if you know of a good and useable repair manual other than the typical one put out by the factory in 1950. That manual I have, it has 2 sections, one with expanded diagrams, the other section briefly talks about the mechanical aspects. I wonder if there is a manual, especially in England that could guide an owner through all aspects of the Traction repairs. For example, how do I remove the rear seats etc.?? Thank you and I appreciate any information that might be helpful. Also, would joining the UK club have any advantages to someone in California other than receiving the published bulletin?  
*Willem van Opijnen*

 All new members are welcome and technical queries can almost always be answered! Ed.

## LIGHT 12 LIST

I am currently compiling a list of all known existing SLOUGH LIGHT TWELVE CARS which I am dividing into two separate sections 1) roadsters and coupes 2) saloons.

So far I have around eight roadsters, four coupes and twelve saloons all gleaned from reading back issues of FP. If any member can help me with the following information on any of the above models it would be most appreciated.

Information required: registration number; colour; year; chassis number; body(coque) number; and current owner.

Any cars which have at some time benefited from a bigger [light 15] engine but which left the factory as Twelves are eligible for inclusion.  
*Kenny Cocker. Tel: 01821 650 436 Email: ken@hillfoot-fsnet.co.uk*

## '39 ROADSTER.

I wonder if a mention may be made about a picture I am sure I've seen. At the meeting in "Le Mans" in August I met up with Olivier de Serres. He pointed out an English Roadster in a line-up. It had been recently restored. It was a 1939 Slough Car, the owner having owned it for some 8 years, and there was something about the car that made me sense I'd seen it before. I believe it was featured in a photograph published in 'Floating Power.' This photo is in my mind very clearly; it was a 'White' Roadster overtaking a 'Ford' on a hill climb. It had a union jack

on the front, and clearly shown were the young driver and passenger, registration number BPM30. Perhaps other members can confirm my suspicions or is my memory playing tricks on me in my old age?

*Fred Annells*

## '51 or' 52 Big Boot?

I am writing in the hope you may be able to help me. I own a big boot 11BL reg. RFF 990

The chassis No. is 571734 which is, according to what I read, a 1951 number. The "Certificat D'Immatriculation" says the car was registered on 27-07-51 reg. 173P86, but I understand the big boot cars first appeared mid 1952. I would appreciate any help you can give.

*Ken Cleave. Saxmundham, Suffolk.*

## CHRISTMAS TRACTION

May I be permitted through the magazine to thank Steve and Barrie for once again organising a thoroughly enjoyable Christmas dinner for Club members and friends.

Everyone looked resplendent in their DJs and evening gowns, but where were all the Traction?

For a Club which is for the promotion, preservation and use of Traction, few if any were to be seen in the hotel car park. Is it that all these four speed gearbox and ID/DS engine conversions are not as reliable as we are led to believe or are we all becoming fair weather motorists?

On the other hand I realise that I have not been to many Club events this year and so perhaps missed the point that this event was to promote/improve the sartorial elegance of club members - it worked, although hearsay has it that some DJs were almost as old as the cars we drive!

Once again many thanks, if it is repeated next year I might even invest in a DJ myself!

*David Gardner. Banbury, Oxon.*

## CABRIO INFO

Hello. My name is Stephen Le Roux from South Africa and I am looking for information on an 11BL Cabriolet. I need complete drawings for the soft top roof showing frame mountings positions dimensions etc. Any other information if possible. I have had Roger Dyer staying with me and looking at my Light 15 spares and have asked him for the above information. Any help would be greatly appreciated.

*Stephen Le Roux*

## JERSEY ROADSTER

Spot the Citroën - 60th Anniversary of Battle of Britain Air Show, Jersey. Tactfully separating American Jeep from German 1940 Stoeewer. P.S. I hear there is a Roadster in Jersey now!

*Martin Walton, St. Martin, Jersey*



# tocclassifieds

## NOTICE CONCERNING ADVERTISING RATE CARD

Charges for advertising in Floating Power TOC members advertising Tractions or other Citroën related items: no charge. Non-members and traders doing the same, £12 per issue. Ads such as holiday lets, £6 to members, £12 to non members per issue. For display advertisements there is a sliding scale based on a full page @£240, other sizes @£5 per single column centimetre.

Advertisements are accepted in good faith but no representations are made as to the truth or accuracy of the same. Readers should satisfy themselves as to the suitability of goods and/or services offered.

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 page 3). Automatically included for two issues, unless you instruct otherwise.

## CARS FOR SALE

**You must see this one!** The very spirit of rural France at a price that you can afford. One of the last (reg in Dec 1956) Paris-built Normales with 11D engine in remarkable, unrestored, original condition. Exterior bodywork would take a good respray if desired. Interior seats, carpets and lining sound; features rare reclining seats for overnight sleeping! Imported to Yorkshire in 1992, but previous history (under 80,000km) documented. I have too little time just now to enjoy this wonderful machine, but it's a hard decision. Package includes some spares and literature. Realistically reduced to just **£3,250**. Tel: 0114 268 0019 for details. *Jim, Sheffield.*

**1953 Traction Avant 11BL** in black, big boot, 12 months M.O.T. tax exempt. Excellent condition, problem free! A beautiful car, offer around **£7,000**. Tel: 01422 378051

**1955 Traction Avant (Big 15)** For Sale Imported in 1979, still requires registering in UK. LHD, Blue. Dismantled in 1984 by current owner and been in dry garage ever since. All components present. Needs complete restoration. If interested please e-mail: [tupton@computerweekly.net](mailto:tupton@computerweekly.net) or phone *Tony Upton 01604 458778 (Northampton). £950 ono.*

**Light 15 Slough built 1953 NXX731.** Original and complete, was in regular use until laid up for the winter eight years ago! Its still in the garage and must come out! **£2,250** Twickenham 020 8892 6625.

**Still for sale!** Splendid, just free 1956 Commerciale, very original but with 12v electrics, rebuilt engine and new drive shafts. I now have too many other vehicles, and not enough space, so will sell at any reasonable offer, to a good home. *Tom Barnes 01934-843903 (N.Somerset)*

**1954 Light 15 KJ 310 Slough built RHD** Bought as complete car, stored for 15 years. Partly dismantled for restoration - new floor and sills, second half-engine. Growing family - lack of time - reasons for sale. Complete with copies of parts & service manual. **£900 ono.** Ian Kerr. Tel: 01527 874939 eve.

**1947 Slough built Light 15.** Black with original beige leather. Rebuilt from scratch by Dennis

Ryland in 1993. Garaged in Gloucs. Very low mileage. In really excellent condition. Reluctant sale. **£6,500.** Phone *John Woodlock: 01242 620 474. Email: john@woodlock.fsnet.co.uk*

**1954 Big Boot 11B Legere** Paris built L.H.D M.O.T. Dec 2001. Brakes overhauled. Pair Roger Williams drive shafts. New fuel tank & repair manual. Metallic silver grey. V.G.C throughout. **£6,500.** Tel: 01604 763034. *M. Swan, Northants*

**1948 Onze Legere** - Black, fully restored 1991. Gentle use since. Thus in above average condition. Photos of restoration. Recent history. **£5,500.** Phone *Denis Carter 01420 489722. Hampshire.*

**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 reduced to **£3,100 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*

**Citroën Traction Avant Light 15** - Paris built, Black. Amazingly on 24,000km and family owned from new. Excellent condition with professional lead fuel conversion, tax and MOT. **£6,250 ono.** Tel *Rob Armstrong 01450 850600.*

**1950 11BL, Paris built, for restoration** - Exceptionally sound rust free body shell. Imported & registered c.1968 but off road & in safe storage for past 30 years. Quantity of traction spares + pile of gearbox bits to go with or will sell separately. Offers in the region of **£1,500** for the lot. Also: **1929 AC4**, partially restored - requires finishing. Totally sound chassis and body. Ideal winter project? Mechanically uncomplicated vehicle, making for a simple restoration which will result in a beautiful car. **£2,100 ono.** Also: large quantity of parts from later models, too numerous and varied to list here: *Call Mick Popka for details on all of above, 01535 681 251.*

**The very spirit of France!** - One of the last (reg in Dec. 1956) Paris-built Normales with 11D engine, in remarkable, unrestored, original condition. Exterior bodywork would take a good respray if desired. Interior seats, carpets and linings sound; features rare reclining front seats for overnight sleeping (save all those hotel bills). Imported to Yorkshire in 1992, but previous history (under 80K km) documented. Package includes some spares & literature. Offers around **£4,500**. *Call Jim on 0114 268 0019 for more details.*

## PARTS FOR SALE

**Parts for Sale** - Just discovered in loft, the following Light Fifteen spares removed by me from 2 cars in early 60's: Radiator in very sound order, **£40**. Many 12v Dynamos/ starters, **£18** each. Bare cylinder head, **£15**. Superb Notec drive master spot/fog lamp - huge, **£15**. Please phone 0117 9249 821eve *Alan Smith, Bristol.*

**For Sale** - Light Fifteen's radiator, sound & tested **£38**. Dynamo complete with cradle **£25**. 2 starter motors **£15** each. All plus carriage. *Please phone 0117 9249 821eve Alan Smith, Bristol.*

**For Sale** - Matching pair of Marchal spot lamps of the type used on the Francois Lecot Paris-Monte Carlo-Paris car. Fine condition. **£100**. *Mike Tebbett 01684 563315*

**For Sale** - DS19 Gearbox & Bellhousing **£40**. Good L:15 exhaust manifold **£15**. 6cyl worksop manual **£30**. Pair of French Klaxon horns 12v **£25**. 4 Hardy Spicer inner Cardan repair kits **£15**ea. 4AC fuel pump repair kits **£5**ea. 6 good used Michelin 165x400 tyres **£10**ea. Tel 0208 398 3176

**Parts For Sale** - 8 x Light 15 Dynamos & starters **£15** ea + plus carriage. (dynamos complete with cradles). Tel *Alan Smith 0117 9249821 after 9pm.*

**Two wheels** for an Onze Legere with tyres, one usable. **£35**. Wanted Hub Cap for Slough Light 15. Tel *Julian Taylor on 01278 691152.* Email: [julian@bush-taylor.freereserve.co.uk](mailto:julian@bush-taylor.freereserve.co.uk)

## WANTED

I am interested in buying a Citroën Traction Avant Normale or 15/6, and prefer mid-1952 or earlier (with the exterior spare mounted over smaller rear boot). LHD cars only, please. Car must be in exceptionally fine running condition. I'm looking for a car to drive regularly, not a restoration project. Sound mechanical condition and rust-free body are main criteria. You can respond by email to [gluck@pavlov.rutgers.edu](mailto:gluck@pavlov.rutgers.edu). or in USA call (973) 353-1080 x3221. *Mark A. Gluck*

**Black leather seats** and matching interior door panels for 1968 DS Pallas, or just the door panels. *Please call Julian Atlee 0208 670 5036*

**A pre-war Traction**, preferably a French built 1938-40 Perfo 11B or 11BL saloon. Condition (almost) immaterial. *Mike Tebbett 01684 563315*

**Wanted for 1954 Light 15** - Interior Light fitting with integral on/off switch (not earlier type with the switch mounted on the pillar). Two of the shaped white metal spacers for Slough type bumper mountings. *Call Frank 013397 42272 Eve, or email frank.grant@lineone.net*

**Sports Swap** - Business circumstances suggest that I swap my sports car, a rather splendid TR4A for a large classic saloon; the obvious choice being a late 11B in very fine condition. *Call Paul Veysey 01452 790672.*

**Wanted** - French built Normale 11B or Light 15. Runner or near runner, in need of restoration. *Contact Richard Hayden 01737 760922.*

## NEW PARTS

**New stainless steel bumpers** for Tractions. Made from 3mm 304 grade stainless steel. Four types available: 'dipped' Legere & Normale and post-'52 'straight' Legere & Normale. Supplied drilled and polished 'ready to fit'. These bumpers will not rust, are stronger than the originals, there is no plating to crack or peel - minor damage can be inexpensively corrected and repolished. All types **£230** per pair. Citroën script badges, jet cut from stainless steel, polished. Available either with mounting screws placed as for fitting to spare wheel cover at **£27.50**, or plain, as fitted to big boot cars at **£22.50**. Can also be used to beautify your 2CV, Visa, etc! These are also available in MDF - one for **£3.00**. Two for **£5.00**, or five for **£10.00**.

*Jonathan Howard Tel 01608 643065 Fax 642973*

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