

Floating Power

october/november 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.

© 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

scotland

Kenny Cocker
Hillfoot Cottage
Collace
Perth
PH2 6JB

Tel: 01821 650 436

email: ken@hillfoot.fsnet.co.uk



Chairman

Paul De Felice
2 Oxford Gardens
Winchmore Hill
London
N21 2AP
Tel: 0208 360 6837
paul@btinternet.com

Treasurer

Tony Malyon
St Augustine Road
Plymouth, Plympton
Gwent, NP4 5EZ
Tel: 0208 360 6837
tony@btinternet.com

General Secretary

Pat De Felice
2 Oxford Gardens
Winchmore Hill
London, N21 2AP
Tel: 0208 360 6837
pat@btinternet.com

Membership Secretary

Peter Riggs
Appleby Gardens
Dunstable
Bedfordshire LU6 3DB

Social Secretary

Tony Latchford
Inchbonnie Road
Woodham Ferrers
Essex CM3 5FG
01245 328009

Editing Committee

Alec Bilney
Roger Dyer
John Gillard
Colin Gosling
Tony Hodgekiss
Mick Holmes
Bev Oates
John Oates
Bernie Shaw
Steve Southgate

Club Spares

Chris Treagust
98 First Avenue
Chichester
Sussex, PO20 7LQ
01243 511378
chris@08002go.com

Club Shop

Keith Feazey
21 Paris Avenue
Westlands
Castle-under-Lyme
Staffordshire ST5 2RQ
01782 618497

Secretary Life Members

Fred Annells
David Shepherd

Club Website

traction-owners.co.uk

ireland

Norman Moore
69 Killane Road
Limavady
Co Londonderry
Northern Ireland
BT49 0DT

Tel: 028 7776 3755



lakes & border

Malcolm Bobbitt
4 Holmewood Paddock
Lamlugh Road
Cockermouth
Cumbria
CA13 0DN
Tel: 01900 825581

northern

Stan Platts
1a Moorlands Road
Birkenshaw
Bradford
BD11 2BH
Tel: 01274 683848



peak

Bev & John Oates
55 The Knoll
Tansley, Matlock
Derbyshire, DE4 5FP
Tel: 01629 582154



welsh borders

John Worthing
Spout House
Orleton, Ludlow
Shropshire, SY8 4JG
Tel: 01584 831239

south midlands

Robin Dyke
18 Henfield View, Warborough
Oxon, OX10 7DB
Tel: 01865 858555
Fax: 01865 858071
Email: jrobindyke@cs.com

west

John Ogborne
Whimbrel Cottage
Wells Road
Westbury-Sub-Mendip
Wells, Somerset
BA5 1EX
Tel: 01749 870501



south west

Malachy Bell
Holbeam Cottage
Ogwell, Newton Abbot
Devon
TQ12 6LY
Tel: 01626 351303
email:
Bell@malachy89.fsnet.co.uk



rest of world

Graham Jones
Bakehouse Cottage
16 Church Street, Oadby
Leicestershire, England
LE2 5DB
Tel: 44 (0)116 272 0116
email: geejay@upaloft.co.uk

mid-shires

Heian Brixton
Bakehouse Cottage
16 Church Street, Oadby
Leicestershire. LE2 5DB
Tel: 0116 272 0116
email: mid-shires_toc@upaloft.co.uk

eastern

Tony Latchford
2 Inchbonnie Road
South Woodham Ferrers
Essex, CM3 5FG
Tel: 01245 328009

london

Peter Simper
215 Whitton Road
Twickenham TW2 7QZ
Tel: 020 8891 1093



hants, surrey & sussex borders

Steve Reed
No1 Terwick Cottage
Rogate, Nr Petersfield
Hants, GU31 5EG
Tel: 07860 719098, 01730 821792
Fax: 01730 821115



Club Tools are available in these areas



Approximate position

For details of area meetings, please
contact your local organiser

Contents

oct/nov 2001 volume 25 issue 6

**Floating
Power**



4 TOC Chairman's Note

5 TOC Tech Articles

6 Normandy Tour

8 Ninth Irish Rally



10 TOC Gallery

11 TOC Tech Castrol Oils

15 Tracbar Dundee Part II

19 TOC Correspondence



20 Section Scene

21 TOC Shop

22 TOC Diary

23 TOC Classifieds

Editorial

This month, at the end of our 25th anniversary year we have a varied issue with tour reports from around the world Normandy, Ireland and Australia. Next year there are more overseas tours planned with visits to Norway, America and..... Gibraltar! So I hope that many of you will turn out to attend events that so many people put so much effort into for all of us to enjoy. It takes hard work and dedication and organisers dont know how its going to turn out until its all over. Thanks to all those who have arranged national, section, local and social events this year. It is much appreciated by all.

New members are of course particularly welcome to join in and meeting a new bunch of people is always a daunting prospect. Because of the nature of our cars being really rather rare in comparison to popular marques, Tractionists are spread far and wide across the country so often only see each other two or three times a year. Thus when they meet, friendships are rekindled and at times it is difficult for new faces to break into the party. I remember the first event that Esther and I attended at Masham. We felt a bit out of it until Dave Hackett noticed we were a little lost and welcomed us aboard. Whether you have been a member for 25 days or 25 years we all share the same passion for Tractions and lasting friendships can blossom given the opportunity.

Merry Christmas and a Happy New Year to all.

Copy date for next Issue: December 10th 2001

Front Cover



Landmarks which will be forever France.

Editor:

Richard Hooley

'Grooms Lodge'

The Paddocks

Thorpe Satchville

Leics. LE14 2DR

Tel: 0116 262 6050 (day)

01664 840453 (eve)

Fax: 0116 262 6040

Email: richard@atl-associates.com

Chairman's Note FBHVC News:

October 2001

Paul De Felice

The purchase of the South African spares has now virtually been agreed. There are still a few minor details to be finalised, such as shipping arrangements, but I am sure all will be completed soon and we will be able to publish a list of parts available. Final details will be published in the next issue of Floating Power.

The recent Normandy Rally was a tremendous success due to the sterling effort put in by Martin and Vicky Nicholson, Peter and Sue Simper and the others who together were really rewarded by the genuine praise from all participants who all thoroughly enjoyed themselves.

Our Website has recently been revamped by our Webmaster, David Butcher, and is really worth a visit. My thanks to David for all the work he has put into the site.

The 25th Anniversary Ball is now almost upon us and for those of you who haven't booked, please contact Richard Hooley. Richard, as always, has put a lot of effort and planning into this event to make it a memorable evening. So dust off your dancing shoes and join us to celebrate 25 years of the TOC.

New Members

- 1723 J. Vango, The Arbours, Northampton
- 1724 N. Cawley, Lincoln
- 1725 R. Hallam, Freshwater, I.O.W.
- 1726 A. Collins, Hebden Bridge, Yorkshire
- 1727 M.J. Norris, Devizes, Wiltshire
- 1728 J.R. Loach, North Mymms, Hertfordshire
- 1729 D. Mitchell, Surbiton, Surrey
- 1730 P. Acton-Phillips, Trinity, Jersey
- 1731 N. Wells, Billingshurst, West Sussex
- 1732 S. Hill, Troon, South Ayrshire
- 1733 A.J. Reece, Broxbourne, Hertfordshire
- 1734 N. Barnard, Norwich, Norfolk
- 1735 P. Davies, Aylesbury, Buckinghamshire
- 1736 W. Smout, Rhyl, N. Wales
- 1737 C. Ganivet-Watson, Haywards Heath, W. Sussex
- 1738 B. Hall, Balerno, Edinburgh

LEGISLATION AND FUELS COMMITTEE - European Issues

Andrew Burt, Secretary FIVA European Affairs Commission

Climate change and environmental concerns continue to drive the attitudes of the European Institutions to the motor vehicle. Key issues remain the sustainable development of transport, the CAFE (Clean Air for Europe) programme, emission controls to combat climate change, urban environment protection schemes, road pricing and intelligent road systems. Many of these issues are moving into the legislative planning stage and are being monitored by FIVA and its fellow international motoring organisations. Intervention will be necessary on a number of issues if the historic vehicle movement is not to be caught in the cross-fire.

Of more obvious and immediate concern are proposals to extend or tighten up the existing regimes with regard to low sulphur fuels, on board diagnostic systems and the disposal of waste motor oil. Some of these, such as the waste oil issue stem from reviews of the operation of earlier Directives which have suggested that the existing arrangements are not operating as effectively as had been hoped. Among the propositions believed to be under consideration are limitations on the manner and quantities in which fresh motor oil may be purchased.

Within the European Parliament, the Directive on Tyre Noise has almost completed its procedure, whilst the new Directive on the Mandatory Use of Seat Belts has received its first First Reading. Representations are being made in relation to certain of the aspects of this Directive which could impact on historic vehicles.

At the Commission level, revised proposals have been published in relation to the Directive on Emissions from Two and Three Wheeled Vehicles. The proposals incorporate a number of the amendments adopted by the European Parliament including a temporary exemption for one year for 'trials' motorcycles.

On the climate change front, the Commission has proposed that a target should be set for the adoption by the end of 2002 of a Directive on the Taxation of Energy Products. This is to be followed within a further two years by the adoption of 'more ambitious' targets for energy taxation, as well as the indexation of excise duties. Part of this general programme includes a longer term aim that alternative fuels for motor vehicles should account for at least 20% of total inland transport fuel consumption by 2020.

On the fuels side, the Commission has announced its intention to pursue the 'Auto-oil' programme which will involve a series of even stricter vehicle emission and fuel quality standards. They have also stated that they intend to further reduce the sulphur content of road fuels. Under the present rules, the maximum sulphur content of petrol and diesel oil is to be limited to 50 ppm from 1 January 2005. The Commission now propose that from that date zero-sulphur fuel (i.e. less than 10 ppm) is to be compulsorily placed on the market in all Member States, with the use of zero-sulphur petrol becoming mandatory by 2011 and zero sulphur diesel at some later date.

tocspares hotline

01243 511378

Chris Treagust, 98 First Avenue, Batchmere, Chichester,
W. Sussex PO20 7LQ. Email: treagust@08002go.com



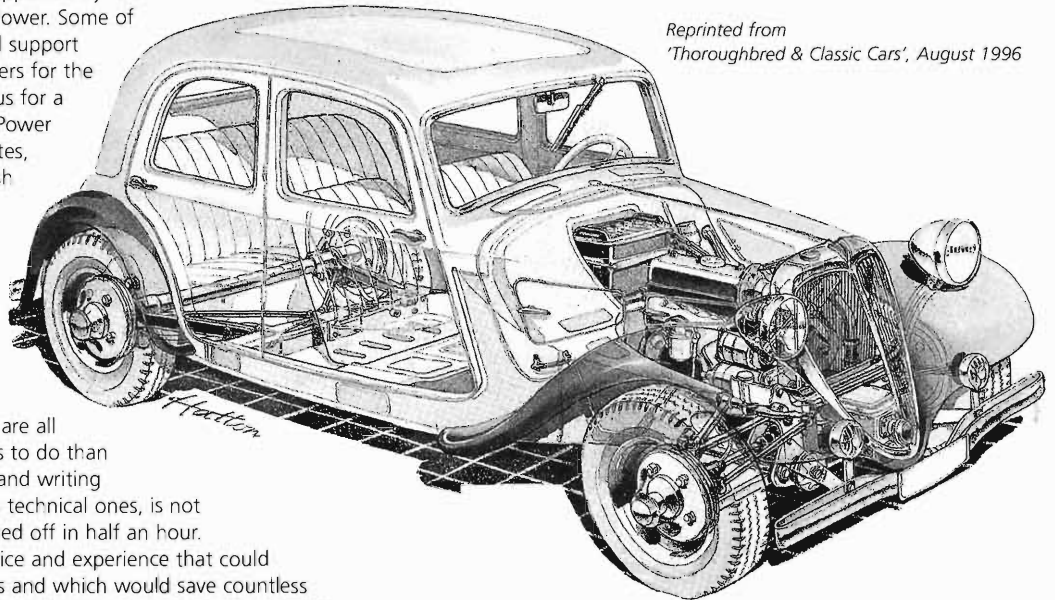
Technical Articles

The TOC is a first rate club supported by this excellent magazine Floating Power. Some of us belong purely for technical support and the supply of spares, others for the social activities and many of us for a mixture of the two. Floating Power aims to cater for all these tastes, but the editor can only publish what we, its readers, contribute. Articles covering club social activities are regularly submitted, but what about that technical expertise we all have lurking behind our oily rags and broken finger nails.

There may be a solution. We are all busy people with more things to do than time available to do them in and writing magazine articles, particularly technical ones, is not a trivial task that can be dashed off in half an hour. Nevertheless, we all have advice and experience that could be of value to other members and which would save countless hours of wasted effort under the bonnet. So, what is proposed is a two pronged approach.

Firstly, a regular column of short hints and tips contributed by members. All that is being asked is that you send the material to me in whatever form you like - by post, fax, e-mail, verbally by phone or personally. Do not worry about style, spelling, grammar or punctuation - I will pull it into shape for forwarding to the editor for publication. Size, as we all know, is not important - a couple of sentences, a couple of paragraphs, a five minute chat or a half hour discussion will all be acceptable.

Secondly, as well as the regular hints and tips column, we would like to aim for one longish technical article per issue. Again, put the maximum effort into the subject matter and leave the formatting to me and the editor. We would prefer to have three good articles on tatty scraps of paper than one beautifully presented one that takes two years to produce.



Reprinted from
'Thoroughbred & Classic Cars', August 1996

I must emphasise that I am not an expert in all things Traction. I am your average, practical home mechanic who will tackle most things and - usually! - achieve the right result. What is on offer is a co-ordination service to encourage members to contribute technical articles and to ease the burden on the editor - after all, between all the members we must know just about everything there is to know about Tractions.

I look forward to hearing from you.

John Ogborne

*Whimbrel Cottage, Wells Road, Westbury-sub-Mendip,
Wells, Somerset BA5 1EX*

Tel: 01749 870501 Mobile: 07801 337187

Email: jogborne@cs.com

Brussels Directive

A government spokesman has confirmed that, in order to meet the conditions for joining the Euro, the phrase 'spending a penny' is not to be used after the 31st December 2001.

From this date the correct terminology will be 'euronating'.





A pause on the causeway

Le Tour de Basse Normandie

TOC Normandy Rally September 21st - 24th 2001 by Francis Bell

As best I know this was the first TOC event organized for Normandy. Nadine and I have been on several brilliant tours of Brittany but this was the first specifically located in Normandy. Of course it was ideal for us as we live within 45 minutes drive of the channel ports and then not too much driving in France to get to the rally start.

Before I go further thanks must go to the organizers. Martin and Vickie Nicholson: Peter and Sue Simper. Both families have homes in Normandy and they acted as well organized and conscientious hosts for the tour. Without them it would not have happened. Congratulations.



Thanks Bernie for opening my oysters

I think there were 15 UK cars on the rally plus the ephemeral appearance of a local French Traction. Because of the time of year many on the rally decided to stay in hotels and B&Bs. Although we did have the chance to B&B we decided to camp. A decision not regretted. Our camp site was in Brécey and it was delightful but we only had one other Traction on site with us. I was a little disappointed because so often camp site antics are sometimes the high spot of a Tractionist's day.

We did the channel crossing on P&Os new Fast-Cat service with a crossing time of only two and a quarter hours, Portsmouth to Cherbourg. This was followed by just two hours drive to Brécey.

It turned out that the camp site was dual purpose: Le Camping and les Pommes. We were there during the harvest season for cider apples. There was a cider making facility in the village. Strange noises in the night were not due to the activities of burglars or vandals on the site, but just due to the falling apples from the trees. Brushed up in the morning and taken by the trailer load to the local cider plant.

Friday Morning

We were winners here, the other 14 Tractionists came to us for the start of the

rally from our camp site. Now a bit of embarrassment on my part. A distributor fault on my car delayed the departure of the group for 15 minutes; thanks Pete and Bernie for the repair. Tour of Normandy, then lunch at 'Maison de la Baie'. Now 'de la Baie' is an understatement. This part of northern France experiences some of the most extreme tidal ranges in the world, what looks like the Sahara desert at low tide but 15 minutes later can be a busy shipping lane. Apres midi saw us taking a drive to Le Mont St Michael. There is no doubt that it is an impressive site. It is said to be the most popular tourist location in France. If I understand the history correctly it has been a tourist attraction for about 700 years. It has never been a real place of worship just an attraction. I like it but much prefer mediaeval towns like Joclyn or Joigny with their charm and style without being overwhelmed by tourists. Having said that I could not help a bit of posing with the traction on the causeway connecting Le Mont to the mainland. I thought the Tractionists were more interesting than Le Mont.

I am still trying to recover from the evening's revelries at le Chateau Simper; Pete and Sue's house in the small village of Lingard. The local French mayor was



happy to meet Les Brits. Well it's nice to bring happiness into someone's life. Barbecue, exceptional drinks plus a guided tour of Le Chateau by Le Marquis de Traction (Pete). Midnight and back to our camp site for a quiet night only interrupted by the falling apples. I did try eating one. It was okay but two bites were enough.

Saturday

The tour met in the local village of Saint Michael-de-Montjoie. The village runs a 'Musée du Granite'. Okay, so the whole area is built on granite. The morning's activity was a visit around the museum. There were 135 labelled exhibits! I was so impressed by the things that you can do with granite that I am offering a prize to any TOC member for the 'the ten most imaginative things you can do with a block of granite'. There is no formal closing date for the competition just when I judge the best entries have been received. Entries directly to the editor please, not to me. The visit to the museum will have generated ideas for those on the rally, but what is called for is some serious granite lateral thinking.



A one hour tour of very attractive countryside brought us to Barenton and the cider house; 'La Maison de la pomme et de la poire' - okay, that's apples and pears. The picnic lunch was memorable, good weather, sitting in the orchards with good company and good humour. Thanks Bernie for opening my oysters. We did buy a bottle of cider to have with lunch but it just confirmed for me what I already knew; I prefer beer or wine. A tour of the orchard and the small museum was interesting. I did not realize the long and complex history which relates to cider production. I still prefer wine or beer.

The late afternoon drive took us down the pretty valley of the Sée river. In the past there were many mills along this valley. We stopped at Brouains to visit 'Moulin de la Sée'. In the past this was a paper mill making paper by hand. Many years ago my first job was as a research chemist in a paper mill so I was

particularly interested. I was also appalled to learn of the life

expectancy of those working there in the past. The damp and claustrophobic atmosphere took its toll causing respiratory diseases and reducing life expectancy to about 35 years!

Dinner that night was spectacular. Three hours of outstanding food and conversation. I think even the staff serving us were impressed with the way we enjoyed ourselves. At the end of the meal staff were duly summoned to appear before us and with rapturous applause were congratulated for their fine food and service. They looked pleased but a little embarrassed.

Sunday

Tour de la jour: again we started at the granite quarry car park; no it hadn't changed much; well geological time is very protracted. The morning drive took us across picturesque countryside and then followed the impressive 'Gorges of the Vire'. Lunch was in a small but spectacular restaurant, 'Roches de Ham' overlooking the gorge with its vue splendide. The Normandy traditional light lunch provided for us consisted of a savory galette; what I would call a crêpe; followed by a sweet galette. I don't particularly like sweet food so I traded my sweet one (no not Nadine!) for another savory one. Again a brilliant lunch. The afternoon's activity was a drive to the coastal town of Granville. There we visited the 'Musée Christian Dior'. The house there contained displays of Christian Dior's creations. I certainly don't doubt his artistry and the impact he made on fashion, allowing girls to express their femininity. However, I did doubt the practicality of some of his creations. The dress made extensively of feathers, for example: the feathers would have looked much more attractive on the original birds. I found our delightful French guide much more attractive than the exhibition! The gardens and cliff walk finished the afternoon.

Oh! Dinner again. It was stunning. A small restaurant in the Sée river valley. The quality of the food was outrageous. I lost count of the courses but it was all visually and gastronomically superb. The food was so appealing that I saw postcards with photographs of it in the local shops in Brécey. Yes, I bought one; been there got the post card. Did I say it was small restaurant? I think it was the diminutive John Osborne who started it. To change places it was easier to crawl under the tables than it was to try to go around. Well that's the charm of Tractionists, nothing to prove just do what you have to do. Nadine, mid-meal, decided on a comfort break and used the same route. Now I'm a bit bigger and I didn't want anybody catching me under the table: it would have given quite the wrong impression. Short drive back to camp site. Bed.

Monday

Last day of the tour and a drive from central Normandy towards the north coast midway between Cherbourg and Le Havre. Le shopping enroute of course. Lunch was at the coastal, D Day landing beach, 'Utah', with its museum. Beautiful weather so resourceful Tractionists rearranged the local leisure centre into an outdoor picnic site. Then a visit and a presentation in the museum. I have visited most of the D Day landing beaches and I am always moved by the respect the French have for them. British, American and Canadian flags are always in evidence. Many people died of course, 'Le Prix de Liberty'. Their ultimate price.

continued on next page...



Traction distress therapy

continued from page 7...



But at the time of writing it so happens I am wearing a poppy in respect.

Fond farewells and departure for us to Cherbourg and a homeward ferry.

As usual my account is somewhat chronological and does not do justice to the fun we had, the charm of countryside and the company of friends who would never allow you to be stranded at the side of the road with a distressed car.

As we left the rally quite by chance I caught the tail end of a conversation between Nadine and Martin. She said: 'Have you enjoyed the rally?' Martin's reply: 'I will now it's all over.' I can understand that: such care and diligence with arrangements: ensuring timings, places, the food is right ; it does create a strain on the organizers. Once over relaxation and satisfaction. From our perspective a superb rally and only one word to be repeated.

To Martin and Pete, 'Thanks': to Vickie and Sue, 'Thanks x'



Tourist attraction



Lesley Scott's Normale at Rath-wood

The Ninth Annual Irish Citroën Rally

WICKLOW AND CARLOW - AUGUST 5TH 2001 by Michael Wood

The Annual Irish Rally took place in the South this year, as usual on the first Sunday in August. We in the North of Ireland were approached by the local Peugeot Club who invited us to join forces with them for summer rallies. However, we managed to resist the temptation - the thought of our Tractions chugging along behind all those souped-up 205s wasn't very appealing, and, unlike our parent company, we didn't really want another Peugeot/Citroën takeover.

So it was that the Northern contingent set off South, and we headed for Co. Wicklow, south of Dublin. A couple of days before the rally, I inspected my 1955 Light Fifteen with a view to taking it on a 400 mile trip. It had the remains of an exhaust held on with coathangers, no rear brakes, no handbrake, a slow puncture, no lights and no MOT - so it wasn't too bad this year! (Some of) these jobs were sorted out, and the car was ready to go.... as long as I remembered not to park on any hills!

Three tractions went down in convoy -

Roy Hamley's 1949 Slough car, Bill Palmer's 1954 Légère and my ramshackle heap. As it was, only Bill's car was playing up. This was sorted out at a quick pit stop near the border and then we drove down into the South through pouring monsoons - typical August weather here, in other words! A mile before Blessington, our destination, my car decided to shed a hubcap and no, we couldn't find it in the hedgerows anywhere.

We wine and dined with other early arrivals at nearby Ballymore Eustace on Saturday evening and we all met up again in Blessington Square on the next morning. Thankfully, the weather had improved considerably and we enjoyed the sunshine. Frank Bergin, this year's rally organiser, had planned to start from Russborough House, a large stately home near Blessington but when they started talking about us paying personal liability insurance for parking our cars there, Frank decided that Blessington town centre would be just as suitable!

By the time we left Blessington there were ten cars in the convoy, eight Tractions and



As usual, the cups were awarded. The winner of Best Car in Show went to Bill Palmer's lovely black Legere, and the runner-up was Lesley Scott's attractive Normale. Unfortunately, my car competed with Malcolm's for the title of 'Traction with least attraction'.

two DSs. Numbers were again slightly down on what they have been in the past - August is a time when some are on holiday abroad, I suppose. We welcomed back our English friends, Malcolm Saggars and his travelling companion, Linda and their diesel-engined Traction, who travelled up from Norfolk - for the second successive year! Frank Bergin showed off his very nice new acquisition, a 1970 French DS, and Richard Shiel's Normale looked very attractive. We circumnavigated picturesque Blessington Lake before heading south into County Carlow. We spent some time at Rathwood, a large garden centre near Tullow, where our cars were admired by large groups of people there. Our convoy returned through the Carlow countryside to our final destination, Poulaphouca House, a restaurant at Hollywood, Co. Wicklow, where we enjoyed an excellent meal prior to our journey home.

Many thanks must go to Frank Bergin, who single-handedly organised this year's excellent rally, which was enjoyed immensely by all who took part in it.

Sadly, two of our number passed away during the year. Eric Cloughley and his 1963 DS will be missed, as will Eric Pepper and his Dublin-built Light Fifteen. We extend our condolences to their families.

We are already planning next year's rally, in the North of Ireland. As numbers were down this year for many reasons, we've decided to move the rally to earlier in the year and it will take place

on the weekend of May 25/ 26th., with the main rally driving around County Down in the vicinity of Downpatrick, Ardglass and Killyleagh on Sunday, May 26th. The area is very scenic, and it includes excellent views over Strangford Lough, as well as beaches and great views of the seal population there. If anyone has any other thoughts on the rally, or would like to book early to avoid disappointment, please ring me on: 02897 528221 at any time.

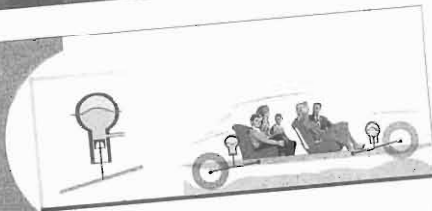
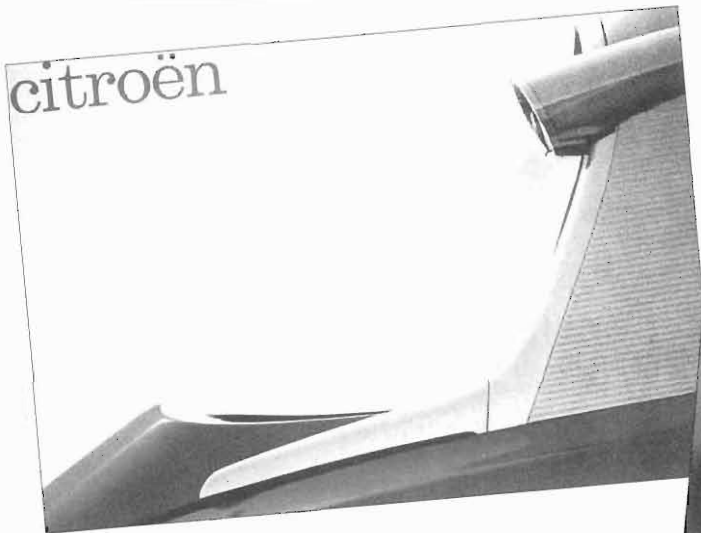


An impressive line up of Citroëns at Blessington Lake

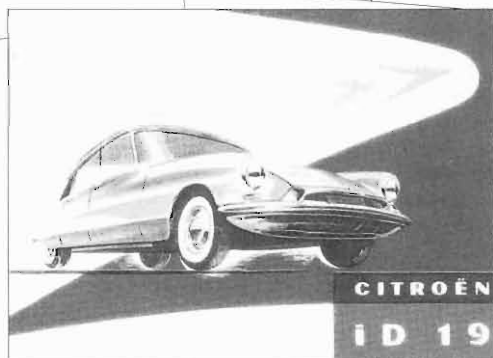
tocgallery

Art for ads sake

André Citroën was a visionary. He had a flair for capturing the buying public's attention, and their wallets. His double chevron, which immediately identifies itself as Citroën's symbol, was recently voted the world's 16th best-known logo by the Financial Times.



Hydropneumatique



CITROËN

toctech



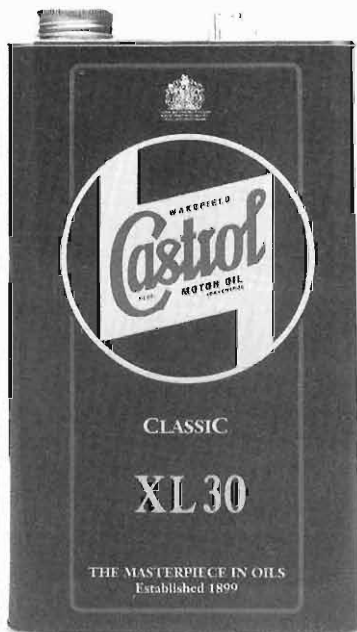
volume 1

Maintenance **7**

- # Castrol Classic Oils

Why you should care which oil you use





Castrol recommendations for early Citroën

| Citroën Models | Engine | Gearbox | Rear Axle (As appropriate) |
|----------------|--------|---------|----------------------------|
| 1922 – 1945 | XL30 | ST90 | ST90 |
| 1946 on | XL30 | EP90 | - |

- Castrol Classic XL30 available in gallon size or in economical Home Workshop 5.5 gallon sizes.
- Castrol Classic ST90 in 500ml and 5.5 gallon sizes.
- Castrol Classic EP90 in 500ml, 1 litre and 5.5 gallon sizes.

TOC Members' Offer:

Free UK mainland home delivery on order values of £30 and over.

Since introducing the Castrol Classic Oils range there has been an increased level of technical enquiries from owners who are eager to use the correct lubricants on their vehicles.

We are pleased to receive your enquiries either by mail, telephone: **01954 231668**, fax: **01954 231923** or email: oilinfo@castrolclassicoils.co.uk

The following article covers many of the more common questions raised.

Oil Be Blowed... I Never Knew That

Established in 1899, originally as C.C.Wakefield, Castrol launched their first lubricant for cars in 1906 and have been at the leading edge of motor technology ever since. Choosing the right lubricant for your cars' engine, gearbox and axle is essential for ensuring peak running condition and maximum wear protection. The technology of older vehicle engines is dramatically different from today's modern cars. So to assist the owners of older vehicles, Castrol has reintroduced their older brand names in a range of "Classic" lubricants to the correct formulations and importantly, to the precise viscosity as originally recommended by the vehicle manufacturers themselves.

For today's owners, selecting the appropriate lubricant is simply now a matter of referring to the vehicles' original handbook and using the named Castrol Classic brand listed therein. Until now owners of older vehicles have been forced to choose from a confusing array of multigrade oils offered by lesser known companies, purporting to be suitable where monograde lubricants of particular viscosity were originally stipulated by the vehicle manufacturer. Castrol's archives date back to the turn of the century and specify oils for engine, gear oils and greases right through to today's modern day classics. Determining which oil grade and viscosity is most appropriate is simply a matter of referring to the vehicle's handbook or telephoning the Castrol Classic Oil technical help line **01954 231668**.

The Importance of Using the Correct Viscosity Lubricant

Using oil of the viscosity that is recommended for a vehicle is important, as it is the oils' viscosity that determines its ability to flow. A quick flowing oil (one of low viscosity) deposits a thin film on the engines' internals, whereas a slow flowing oil (one of

higher viscosity) deposits a thicker film. Furthermore, temperature will affect oil viscosity and thin the oil at higher temperatures and provide less protection than required. To compound matters even further, some oil viscosities are more affected by temperature than others and therefore using the correct viscosity oil is important:

Too high a viscosity and excessive oil drag will cause the oil to heat up, additionally when starting an engine using an oil of too high a viscosity the lubricant will be unable to reach areas requiring lubrication quickly enough and rapid wear will result.

Too low a viscosity and the oil will provide inadequate lubrication and protection at high temperatures, when under pressure - in fact at all times.

The viscosity classification developed by the Society of Automotive Engineers of America (SAE) is universally adopted by both oil companies and motor manufacturers and recognises the following grades:

Monogrades:

SAE 5w, 10w, 15w, 20w, SAE30, 40, 50, 60

Multigrades:

SAE 5w/20, 5w/50, 10w/30, 10w/40, 15w/40, 15w/50, 20w/50, 10w/60

(The "W" following the number denotes Winter and indicates these grades being suitable in cold climatic conditions)

The secret of good oil is its formulation - the blend of base oil and the chemical additives which provide it with its particular character and safety margins.

Choosing the Correct Oil for Your Classic

The formulations required for modern vehicles are very different from those needed for older vehicles. Oils for modern engines comply with the latest API ratings of SG and SH and are ideal for the design of a modern engine i.e. use of neoprene seals, high delivery oil pumps, narrow oil galleries, high revving with overall tighter machine tolerances. A classic car engine has the opposite characteristics with cork/graphite/rope seals, low pressure cog driven oil pumps, wider oilways with greater dependence on "splash" and "cling" lubrication, lower revving with lesser machine tolerances. Such a widely different specification demands a totally different lubricant. The Castrol Classic Oils range offers formulations for older vehicles have been specially blended for the work they have to do. Two oils of the same viscosity, supplied by different oil companies can have radically different formulations, and thus have significantly different performance characteristics. The particular quality of the oil depends ultimately on its formulation - the special range and quantities (sometimes critical) of additives that are blended with the base oil. Therefore as a guide remember that low cost oil cannot be quality oil as inevitably additives, blend and research may be reduced or omitted to achieve the price, and that a high API rating does not denote suitability for your classic.

For example inadequate detergent will result in gum and lacquer clinging to the hotter engine components - too much detergent can cause a build up of metallic ash in the combustion chambers of older engines. In older engines with traditionally high oil consumption, this will cause detonation and pinking. In older engines where the carbon has built up over a number of years the detergents can also have a scouring effect causing the carbon to flake off, blocking up oil galleries and spray jets. High levels of detergent will "wash" traces of carbon from seals and gaskets, revealing oil leaks. Inadequate anti-oxidant and the oil will permanently thicken during high temperature motoring, with large amounts of gum and varnish clogging filters and piston rings. Inadequate anti-wear additive and the oil film between moving parts breaks down prematurely, resulting in metal to metal contact and irreparable damage. Inadequate corrosion inhibitors and engine internals become pitted with corrosion and rust from acids and water formed during combustion.

Inadequate dispersing results in soot, wear metals and the by-products of combustion settling out in the sump to form a thick sludge, that will block filters and oil ways. Inadequate pour point depressant and the oil ceases to flow at low temperatures, with excessive strain on the oil pump or in certain cases, oil starvation on start-up causing complete failure of the lubrication system. Castrol Classic Oils are formulated in the style of the original products but using the most appropriate additive technology to provide the best protection for your classic engine. The Castrol Classic range is available nationally from the country's leading marque specialists. An information pack detailing the Castrol Classic range of lubricants is available on request, telephone **01954 231668** or visit www.castrolclassicoils.co.uk



Special Introductory Offer

Castrol Classic Oils On-Tap

**HOME WORKSHOP DRUMS 5.5 galls (25 litres)
XL30, XXL40, GP50, and XL20w/50**

Recognising that enthusiasts care more for their cars, preferring to replenish oils regularly, Castrol is now pleased to offer all their popular Classic Oil grades in economically priced Home Workshop Drums.



"HOME WORKSHOP DRUM"

XL 30 s.a.e.30, XXL 40 s.a.e.40, GP 50 s.a.e.50, and XL20w/50 s.a.e.20/50
At £73.95 inc. for 5.5 galls., that's only £13.45 per gallon (saving £19.50 on the oil alone)

"HOME WORKSHOP DRUM"

Castrol R40 s.a.e.40 Castor 4 stroke competition oil
At £97.95 inc. for 25 litres, that's only £19.59 per 5 litres (saving £27.30 on the oil alone)

* In addition to the above, we are also delighted to provide you, as an existing customer with the following special introductory offer:

- ✦ FREE UK Mainland Delivery
- ✦ FREE Oil Syphon & Tap
- ✦ FREE One Pint Castrol Classic Oil Jug

HOME WORKSHOP DRUMS AVAILABLE IN THE FOLLOWING GRADES:

XL30, XXL40, GP50, XL20w/50 at
£73.95 - overall Special Offer Saving worth £36.00

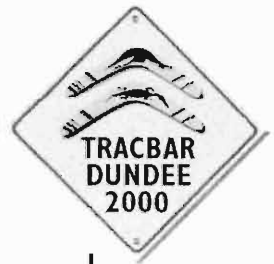
R40 Castor Competition Oil at £97.95
- overall Special Offer Saving worth £43.80

* To Order please telephone quoting
"Home Workshop Drum Special Offer"

Castrol Classic Direct Tel.
Order Line **01954 231668**
Major Credit & Debit Cards accepted
Prices quoted Include Vat.



Castrol Classic Oils, Wakefield House, Swavesey, Cambridge CB4 5QZ
Telephone: 01954 231668 Fax: 01954 231923 *Leaders in Classic Lubricants*



Tracbar Dundee 2000 - Part 2

Monday 14 August

We rejoin Tracbar Dundee at the immense Salt Lake at Lake Eyre.

Currently, part of the water has evaporated and we are able to drive a dozen Tractions on to the dried salt crust for a photo souvenir. We notice large yellow stains on the white expanse, and after several dozen metres on foot, we discover how it is caused by millions of dead crickets, prisoners of the salt, for what mysterious reason?

We reach Maree at the end of the afternoon, which is an old rail junction off the Commonwealth Roadway, as witnessed by the remains of railway engines, behind which we set up camp. The network was dismantled in 1981, because of frequent flooding of the tracks. Until this time, Maree must have been a busy town. Now there is nothing, the rolling stock rusting away and the town almost deserted, a few hundred inhabitants at most.

This evening there is a queue at Ed and Dave's workshop: 7 broken exhausts, 3 tyres, a windscreen, not to mention Eric who alone has a ripped front wing, a broken shock absorber, and two burst tyres.

Tuesday 15 August

Today we attack our second desert by the mythical Birdsville Track. It's only 200 km, but very rocky, with numerous "deeps". The halt today is at the Mungerranie Road

House. As usual, the spot is totally isolated and this morning it was decided to build a great camp fire. Over the last 40 km all the Tractions stopped to collect dead wood. It is a strange procession of Tractions which arrive at the stop with the branches or trunks of dead trees piled on roof-racks and bumpers or sticking out of windows! Mungerranie is a small paradise in the desert, a natural oasis around a hot spring, which has given rise to a wetland for several hectares around. It is teeming with life: herons, egrets, moor-hens, ducks, spoon-bills, cormorants, kites, cockatoos, frogs and thousands of small fish! The younger Dundees swim in the water: an agreeable 27-28° but with a distinct whiff of sulphur!

But, everything has a downside and Mungerranie is no exception: the place is infested with midges and we soon stripped the Road House of its stock of mosquito netting and we remained disguised as bee-keepers until sunset. These midges are a feature of the area and were with us as far as Windorah. They are the cause of what our friends call "The Australian salute", which is the continuous movement of hands chasing midges away from the faces of those who have neither netting nor anti-midge pendants on their hats. We parked the Tractions in a large circle

and in the middle, a huge camp fire lit up the night, under a magnificent starry sky, such as you never see in Europe.

Wednesday 16 August

Mungerranie - Birdsville: 315 km on the legendary Birdsville Track, where an English style lorry dating from World War 2 decays bit by bit in front of the Mungerranie Road House. The arrival at Birdsville is symbolic for Eric and those from the 1998 trip who are present. Two years ago this was the furthest they reached into the desert from the east. This time, we arrived there from the west across the desert. As we have all made it, Eric has won his second bet, after Ulumu. The last stop is the beach at Kooloola on the Pacific Coast.

Thursday 17 August

Day off. As always this is taken up with mechanical work and laundry. This morning we are at the foot of "Big Red". This is the first large red sand dune, the gateway to the Simpson Desert, whose crossing involves 1,076 dunes all the way to Alice Springs. Getting up "Big Red" is a sport for Australians, they even sell a sticker to commemorate the exploit! Four Tractions are going to attempt it, with success, but with different fortunes. A holed radiator for Eric (071), no problem for Didier (015), and Francis (118), while a



We are welcomed by School children in red and white uniforms, at Theodore School. A superb place, with its cream house with red tin roofs, lawns and bougainvillias.

tyre came off its rim for Stephane (073). Paradoxically, the two victims are the Australian Traction of the organisers! Before these attempts on "Big Red" a big pothole had caught the DS of the video team and Yasmine had cracked her hand against the door.

The lunchtime barbeque at the foot of the dune is the opportunity to try Kangaroo and Emu. On the return, in front of the pub - the colleurs d'elegance of the Tracbar. The dustiest car with the best dressed crew. A great event! The party continued with the marriage of team 103: Marie Therese and Michel, nicknamed the "Marsupial-amis". The marriage is celebrated by our priest, after an irresistibly funny speech. The party went on late into the night and saw a good few of the younger folk having their heads shaved like a sheep by the pub barman!

Thursday 18 August

380 km of very stony and car-breaking track, involving the crossing of creeks, the dried beds of rivers, and of cattle-grids marking the boundaries of the various "stations". These boundaries seem very theoretical as they are not always accompanied by fences and the semi-wild cattle roam everywhere! This seems to be the case throughout the bush. We arrived at Windorah less worn out, both us and the cars, than Eric had feared this morning, but the track had been made a little better by the passage of a leveller since the last rains. This evening the inhabitants of Windorah received us with a proper meal: Broccoli with cheese, lasagne, apple crumble, they were even careful to provide a little label with the description of each dish in French! The meal is excellent and much appreciated. At the end of the meal, Eric gave us our usual briefing for tomorrow, and as Jean-Cristophe had killed and brought back a particularly poisonous snake, I took the opportunity, serpent in hand, to give a little talk about these charming beasts and how to avoid them on the road ahead. This evening the workshop had a home at the local mechanic's premises.

Saturday 19 August

Today we reached Longreach, after 326 km, half track, half tarmac. The town is famous in Australia for its two museums: "Hall of Fame" which is a huge museum about the Australians of the outback, and the Qantas Airline museum. Unfortunately by the time we arrived, had our meal and took possession of any bungalows (for we had a motel to sleep in tonight) it was too late to visit.

Longreach is at a multiple crossroads, and is therefore a real mecca for road-trains. They are everywhere, of all types. Access for them in the town centre is forbidden, as evidenced by the sign "no road trains beyond this point". Seeing all these monsters on the road, one is conscious of the vital importance of this type of transport. In the outback they transport everything: cows, sheep, petrol, perishable and non-perishable foodstuffs. Dinner this evening is taken by the swimming pool of the motel; it rapidly deteriorates into a free for all - the consequences of which one can imagine: several Dundeeds find themselves in the water.

Sunday 20th August

Longreach to Blackall. Alternating between not very good tarmac and track. During the morning, we stopped to visit a sheep-shearing station. In this semi-circular building, over 40 shearers work simultaneously - imagine the number of sheep shorn in a day, knowing that a trained shearer takes less than 3 minutes a beast! This enormous room is the biggest in Australia and we learn that the original plan was a circular room for over 85 shearers. A drop in the sheep market means that only half the building was put up here. The other half having been made by the English builder was sold and erected in South America! Today is turning into a sheep day, we arrive at Blackall to the sight of an old wool processing factory. This old factory, driven by enormous steam engines, dates from 1906 and is of English origin. It is in the course of restoration under the name of Historical Woolscour. We will visit it after dinner.

We eventually reach our camp where we are a bit strung out along the road, the Blackall campsite not being used to such numbers!

A few hundred metres from the camp we find a municipal swimming pool fed by a hot spring, the water is 27° C. A strong delegation of Dundeeds rapidly head off there and make full use of the pool until closing time. No other stop has seemed so relaxing. This evening after dinner, Eric is in for a surprise. Eighteen Dundeeds in Kangaroo costumes present a cabaret directed by Annie Tournaire on the theme of Kangaroos and road trains. The act is such a comic success that a 2nd showing of the now famous "kangaroo bop" is planned for Maryborough.

Monday 21st August

Blackall to Springstone - a run on the trail of 353 km. Departure is scheduled for 8.45. At 9.00, while turning round in front of the Blackall Post Office we break down - the right Cardan is broken. I immediately set about dismantling it. Ed arrives very quickly with Eric, fortunately in Eric's car there are the special Citroën tools, which make the job much easier. In 3¼ hours we have replaced the damaged driveshaft with one I had in the car. We set off at 12.30. Because of our lateness, we cannot make the lunch stop, and therefore decide to stop at a pub at Tambo for a quick snack. Some time after this stop, Eric hears on the radio about a 4 x 4 accident on the track. As I am in front, he asks me to press on to help at the scene. When I arrive, I realise that it is one of our support vehicles. Jean-Christophe (photographer) and Pierre (the printer) have rolled their Land Rover. The vehicle is well wrecked; fortunately, the crew have fared better. After a quick check, Pierre appears unhurt; unfortunately Jean-Christophe has a broken left wrist. We work until 5 pm with the support team, then, Ed, Andrew and Eric himself. Thanks to everyone's efforts the vehicle is righted and got into some working order, and all its load, apart from a ruined tyre, put back in. A cow watched us from under a tree, immobile all afternoon - it was trying to avoid her that our friends had the accident!

Meanwhile, up ahead, without any news, the Dundeeds grew worried. We set off at dusk; I go in front with Eric's Traction, Vincent follows me in 129, Eric brings the damaged 4x4, without windscreen; and the support team bring up the rear. We have 100 km to cover, and now we discover why the police advised us against travelling after dark.... The animals, cows and kangaroos are numerous, on the track and as the Traction lights, even with 12 volts are not the most powerful, it is nerve-wrecking and "tres chaud". We all arrive, however, in good order and Eric leaves me at the hospital with the injured while he goes to reassure the others. It's a day which team 129 will long remember!

Monday 22 August

This evening we are going to discover Crocow, the phantom village, often talked about by the "Vets" of 98, but before that, we had to cover 326 km on difficult track and some tarmac. At lunchtime we are welcomed by the children at the School at Theodore, a small town 150 km along the way. The section is wonderful, very picture-



postcard with its cream buildings with red tin roofs, lawns, bougainvillias, and pupils in red and white uniforms. The children sing a rousing "Marseillaise" in our honour, then the most famous Australian - "Matilda". They give us little souvenir cards, made by themselves with local flowers, and, with a map of France, want to know where we all come from. It is with regret, after lunch at the School, and with Traction rides for the children from Michel (Car 040) that we leave.

Arrival at Crecon is, I confess, a surprise for me. I had imagined it differently from the stories of the veterans. However, since 1998, some houses have been re-inhabited, some gold has been found and there is talk of re-opening the mine. But, never mind, the atmosphere is still there. The Dundees, like a flock of crows, spread throughout the town, visiting the abandoned houses. Even if there are some inhabitants, the feeling in the abandoned houses is still eerie, some still furnished, and with cars dating from the 1970's in the overgrown garages.

The pub at Crocow, just opposite the ground where we pitch camp, is well alive, with its souvenirs and trophies of all sorts and its great display of photos of events in the town. We have our meal there, and a shower for 2 dollars, for, there are no facilities at the camp. The evening goes on very late!

Wednesday 23rd August

Another mixed run of track and tarmac, but we are getting closer and closer to civilization. We meet more vehicles and have some more people about. We are in tropical Queensland, and the countryside is much greener. Lunch today is in the little settlement of Mont Perry, the magnificent buffet is decorated with bougainvillia flowers. Outside, the surroundings of the pub are also very floral, with superb hibiscus and bougainvillia, one of which reaches to the top of a giant eucalyptus. The place reminds me a little of Guadeloupe. We set off on a winding track through the hills. There are signs for "Koala" - unfortunately none of us see any. Suddenly, car 129 displays signs of fatigue: the silencer fractures, then a fuel blockage, and finally a drop in oil pressure which leads me to discover a leak from the front bearing. During the preparation of the cars, Eric had stressed the importance of sealing up the tin panel at the bottom of the bell-housing. This we had done but added an old mechanics trick: a 6mm hole with a split-pin in it. This allowed the oil to run out and to spare my clutch plate. Given that there is still 500 km to go, the decision is taken as the motor is running well, to top up the level with a dose of additive one time, and to see.... Arriving at the motel I had a 10 litre can of oil. This evening, we are officially received by the town of Maryborough at the Town Hall, with a cannon salute and.... the Dundees Cabaret.

Thursday 24th August

Today the stage is very short: 80 km to Coploola Park. Also, this morning, the cars are displayed in front of the Town Hall, meanwhile we take advantage of the weekly market and the local shops. We set off at 11 am, to the sound of a cannon. At noon, lunch is at the pub in the tiny village of Kim-Kim, with a tasting of dried pineapple and pecan nuts produced locally. Some are off to visit the farm. Cooloola Park is an island on the Pacific Coast. To reach it, we cross an inlet on an ancient chain-ferry. We soon reach the camp, 800 metres from the famous beach we will run on tomorrow. The pitching of tents is done without problem, but we realise with a heavy heart that tonight and tomorrow night will be our last nights under canvas. The end of the rally is approaching. For now everyone enjoys the beautiful setting and the extraordinary fauna: many kookaburras, some of whom will allow themselves to be stroked. The multi-coloured birds who eat from the bonnets of cars and perch on hands and heads, and lots of kangaroos! Checking the oil level this evening reveals that it has used only half a litre of oil. Things no longer look terminal: the Australian additive seems to work.

Friday 25th August

The Beach, the symbol of Dundee 98, the subject of the official postcards we have seen in France, is ours. You can drive a car on this beach, at low tide for 47 km! The point to reach at the end of the beach is the wreck of the Cherry Vancouver, beached in a violent storm in 1973. The return trip is therefore 94 km, and you have to get the tide time right! We set off at 9 am, after forming up at the start, a stream of Tractions with laughing crews, some sitting on doors and roof-racks. We meet some Australian 4 x 4's, come to do

some fishing off the beach, amazed by the stream of cars. At the far end, after some "ensablements" we regroup round the wreck: it has been there 30 years but there isn't a lot left. On the way back, we stop in front of a Pacific of the most startling blue. During this stop, the Bretons among us spot that the beach contains a sort of clam. In a few minutes, several teams have collected a good 50 kilos of shell fish and stored them in the cars. Then it's back along the blue Pacific, with dolphins jumping out at sea. The sea is coming in and there are a few more "ensablements" and the last cars only just manage to get off the beach. On the way back, we stop at the special car-wash, which blasts a mixture of oil and water under the cars. This wash is compulsory and does wash off the red-dust, to the disappointment of some.

Saturday 26th August

The end of the rally is near. We take down the tents for the last time, fortunately it is dry. Tonight, at Tambourine, we are in a hostel, and then in an hotel. Today's trip is mostly on busy main roads, which are not without problems. An error in the road book results in a comic shambles among the Tracbars: there are Tractions going in every direction at the interchanges and in both direction on the dual carriageway! Nevertheless, we all arrive at Tambourine for lunch.

Australians love all forms of sport and betting. After lunch we discover the sport of toad racing. The toads are auctioned before the race and the pot is shared between the two or three winners. A race was specially organised for us and remains a great memory!

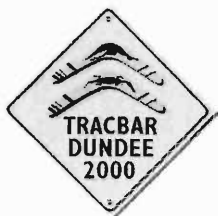
Tonight we sleep in rooms of 6 to 8, which is great fun for the young ones!

Sunday 27th August

This morning, our cars are displayed in the main street of Tambourine, a small town in



Lunch at Mount Perry. The floral surroundings of the pub, with superb hibiscus and bougainvillias, climbing to the top of an enormous Eucalyptus. The place reminds me of Guadeloupe.



With a few bread crumbs, you can have budgies on the bonnet of your Traction.

Queensland, home of our organiser, Eric Massiet. The welcome is extraordinary; and accordionist playing "Sons les ponts de Paris" in Bresque beret and striped jersey!, Can-can dancers, and an orchestra. At the end of the morning we set off for the official finish at Broadbeach on the Gold Coast, near Surfers Paradise. After 30 km, we arrive at the centre of an enormous wood, in front of local radio and television cameras. It is fantastic, we have won our mad bet, all the cars have arrived, everyone is smiling, even those whose enthusiasm had begun to flag this evening a big party put on by our principal sponsor, Jacaru, the handing out of trophies and souvenirs in the setting of an old Australian farm. The evening goes on very late, particularly to sort out the cars amongst those who are staying and those who are going on the aeroplane, there will be activity up till 2 am in the underground parking at the hotel! Last mechanical check, I have only added 2 litres of oil since my incident - once back in France, I will take the engine apart, for now, it works...

Monday 28th August

It's a short night, the start is an 9 am. The drivers take the passengers and luggage to the airport and then on to the port. The trip to the airport is relatively long, about 80 km, we then have another 40 km to the port. We were to have driven the cars into the containers ourselves, but they weren't ready, we therefore left our cars parked up. Stephane collected the keys, he will return this afternoon with the support crew to do the loading up.

The last stop is a photo-shoot in front of the parked cars. Then we take the bus back to the airport. The mood is a little sad, it is the moment to thank and leave our Australian guardian angels, who can never be thanked enough for their kindness, effectiveness, and humour. Thank you therefore to Stephane and Georgie, Ed, Dan, Andrew, Tony and Shirley. Thank you also to the three students, Matthew, Matthew and Oliver,

finally thank you to Eric for the realisation of a dream - we will see you soon in France. We have become part of one family, there will certainly be more Tracbars, there is already talk of 2002 and a certain "Tracbar Yankee!"

In Conclusion

It was an extraordinary adventure which owed much to the personality of Eric, the big-hearted dreamer, who had us share, throughout the preparation and the event itself, his enthusiasm.

The mechanical tally is not yet all in, but one can say roughly: 2 engines replaced, 2 or 3 gearboxes, half a dozen shock absorbers, as many windscreens, about 30 exhausts broken and re-welded, one drive-shaft, several clogged starters, several punctured petrol tanks, and more. But this daily mechanical work as part of the rally served to bind together the group. Our cars have certainly aged somewhat. Careful examination reveals cracks in many body shells, which confirms my view that it is inadvisable to undertake such a trip in rare cars such as coupes and cabriolets. We should realise that more than 60 years after its conception, the Traction remains an exceptional car.

The medical report is very satisfactory, considering the risk inherent in such an expedition for 120 people over a month. We were faced with a flu-like epidemic over the first 2 weeks which affected some 20 teams. We had one twisted knee, one cracked hand and one broken wrist. There were insect bites, minor burns and sore eyes, and that's it.

We all have red dust in our hearts, and the dream goes on a little longer. Thank you Eric, thank you Andre Citroën.

Preparation for a "Tracbar"

For this adventure, certain modifications are essential and can be made without affecting the look of the car. A triplex windscreen - an additional fan behind the grille - an oil bath or agricultural-type air filter - oil and water gauges - high level stop light in the rear window - CB Radio - sump guard under engine and gear-box - protection for the petrol tank (a steel sheet would have been preferable to the deflector for those who, like me, took that option).

As for more substantial modifications: the ID bottom end and the four-speed gearbox, apart from the fact that they shock the purist, I am not convinced of the need in this particular case. Certainly, it is undeniable that they would bring better driving comfort and economy when used extensively on main roads. But on the track in the bush, at speed of 80-90 kph, its different. My 1955 11C, with 11D engine and re-fettled 3 speed box was one of the fastest cars, as confirmed by the remarks from other cars when we overtook them! That is my opinion, which I know is not shared by everyone. The debate continues.....



toc correspondence

RESTORATION GUIDE


You were looking for a replacement photo for 'Repairs & Restorations - Quick Reference Guide'.

Well here is a one contribution. It's definitely a Traction. Not only that, I think it could do with a little repair and restoration!

As for the current photo: I'd certainly go along with Terence "Hawkeye" McAuley's Vauxhall Wyvern theory.

Anselm Aherne, Co. Dublin



 You can see more of this wreck in Vol 18 Issue 6 of February 1994. It was dredged up from the harbour at Cannes. Ed.

A KIND FRENCH TRACTION ENTHUSIAST

During the Brittany Tour this year, at the end of one day's journeying we arrived at Roscoff and parked up in a dedicated parking area that had been pre-arranged, as always. After a most refreshing drink, as always, I decided to give some attention to my car's engine which had been running imperfectly, as always.

While doing so, I was approached by a local man who offered me a small bag containing odd parts for a Traction; it was a door handle and two bonnet handles. He explained that they had lain around his workshop since disposing of a Traction many years before and seeing our convoy entering town, he thought it was a good opportunity to pass the parts to someone who would make good use of them. I was full of thanks, of course and we got talking a bit more, albeit in Franglais.

He then offered me something else, pointing to the front wheels, and I worked out it was to do with the ends of the driveshafts but was not the castellated nuts themselves. I produced the parts book with exploded diagrams (who goes on holiday without it?), but still his English and my French and some very serious sign language, could not transmit what he was offering.

In the end, we drove up to his home and he was able to show me. Two dies to re-cut the driveshaft threads, one right handed and one left handed. Naturally, I was quite taken aback and tried to persuade him that this was quite a different situation; these were workshop tools of high calibre, not redundant parts. But he was more insistent that an enthusiast would have a use for them, whereas something so specialised would never be used in his workshop. The most he would take was a single bottle of French wine and that needed forcing into his wife's hands.



What a gift! A tool set to complement any Tractionist's workshop. However, I will be pleased to share my good fortune with any other TOC member who has an immediate need to use dies to restore the threads on his drive shafts. A pint of blood will be needed as deposit, of course.

Finally, can anyone tell me the word I was hearing in Roscoff? I have studied Carol's huge French dictionary which she uses professionally at work and can find neither Tap nor Die as an engineering term.

Alec Bilney, Surrey

TOC CONTACT

Having been the TOC contact for the Lakes and Border area for some time I have decided to relinquish my duties. Other commitments mean that I am finding it more and more difficult to attempt to organise any events. Since the last 'Lakes Rally' there haven't been any 'official' meetings arranged in the region. I am sure that Bob and Jan Cuppage or Jim and Liz Rogers would be willing to take on the contact role.

As well as being a committed Traction enthusiast I also have a deep affection for anything Citroën, and own an early 1960 Slough ID19 (57 EKX) which I have recently had restored and which I believe, is the oldest surviving Slough D on the road in the UK. I will still get to as many TOC meetings as possible, and will continue to support the local section. Naturally, if my help is required in the future regarding events I will be only too pleased to assist where and when possible.

Malcolm Bobbitt, Cumbria

SERVICES TO MEMBERS

I used Jaegar Jigboring recently to skim the Brake Drums on a Traction. They are a local company in Birmingham and they did a super job at very reasonable prices. I thought I would pass on their details for inclusion in Floating Power. Call A.N. Jones on 0121 359 5066. Incidentally, Roger Williams also provides this service but Jaegar may be more convenient for Midlands members.

David Boyd, Redditch, Worcs

OUTRAGED!


I have always eagerly awaited my copy of Floating Power, if only to discover on which page you have placed the lithograph of the vision of loveliness who operates the Helpline Switchboard. Each time I hope that we may see a little more of her, the curve of those delicate shoulders, perhaps a well-turned ankle?

Imagine my shock and dismay then, on opening your August/September issue, to discover on page 11, a young floozie with no vest on! Is this what we, in this once respectable club, have come to? Is she the shape of things to come? Will you be giving this type of material greater prominence, perhaps on page three? Can we expect to see other young ladies displaying their charms on the cover alongside the compound curves of a Traction wing? Err Sorry about that; got carried away, mustn't mention wings!

I eagerly await your next issue but, as the memsahib is likely to read this must sign myself ...

Outraged of Oadby.

Name and address supplied.

 There was another photograph of the said lovely on the inside pages. Here it is to complete the collection. Ed.



tocsection scene

Scottish section

The Aboyne weekend was the usual hectic, enjoyable, entertaining event that it has become well known for although there has been a drop in numbers compared to two years ago. Andy Burnett solved this potential problem by inviting a crowd of his fellow Scottish Country Dance club members to boost the numbers at the supper dance. A number of Citroen owners made the long trip from south of the border including Patrick and Emerald Roley in their small boot Legere, Patrick commenting that the pace was "a bit brisk". I can assure you that it was far from brisk as I struggled to avoid engaging first gear as we climbed over the Lecht in the Familiale, although it was extremely brisk on the "downhill" side!! Many thanks again to Andy and Sheila Burnett for all the time and effort they put into their event. Just before Aboyne Julie, and I took a belated summer holiday trip to Brittany and Normandy (all of five days!) We spent three days at a friend's apartment near St Brieuc before moving on to take in a Bourse d'échange at St Pierre sur Dives in Calvados, which turned out to be a worthwhile trip. The town's market hall housed various club stands as well as the busy Neo Retro stall which was well stocked with very good quality Traction parts and accessories. The huge parking area surrounding the hall was filled with over 100 stalls many of which were motor bike biased but I'm glad to report that there was no shortage of Traction spares. I picked up a big boot rear wing in excellent condition for 180francs (approx £18) as well as an immaculate Quillery steering wheel (don't ask how much in the interests of good marital relations).

It was such a pleasure to be able to sit outside at the nearest cafe for lunch whilst still watching all the dealing at the stands opposite our table - the nearest one had a Commerciale on a trailer for sale at 10,000 francs (yes - thats £1000) complete with re-sprayed doors, tailgate and bonnets but no engine or gearbox. The owner kept us amused by knocking on the bodywork with an old inner cardan to demonstrate the obvious strength of the car. No - it didn't come home to Scotland - well not on this trip!!

At the far end of the car park the organisers had thoughtfully roped off a separate free parking area for classic cars which many owners used as a sales lot or convenient picnic area.

While we are on the subject of foreign soil I notice that a new overnight ro-ro ferry service will commence in the spring of next year from Rosyth (near Edinburgh) to Zeebrugge. This should make a huge difference for any Scottish Traction owners wishing to take their cars to Europe - for us it will mean 50 miles to Zeebrugge instead of 550 to Calais.

Nothing much happening locally except last week saw 30 veteran cars doing a tour of Tayside, no Citroëns among them though.

Next event - Spring lunch run May 2002.

Ken Cocker ken@hillfoot.fsnet.co.uk 01821 650436



Commerciale at St Pierre sur Dives. £1000. No engine or gearbox



Mick Holmes discussing new ID engine & box flanked by Kenny Cocker's LT12 and John Savelli's Coupe

West of England section

October 2001

Our September meeting was near Newport at the Tredegar House Rally in aid of Leukaemia Research. Whilst we could only muster three Tractions, the event was a great success with a fascinating collection of hundreds of classic vehicles ranging from bicycles to tanks as well as autojumble, arena events and other stalls of general interest to all the family. The weather behaved itself too!

The final event of the year will be lunch at Tudor Arms, Slimbridge on Sunday 14th October and a visit to Berkeley Castle in the afternoon. Berkeley Castle has been in the same family 850 years and has a fascinating history including the brutal and infamous murder of Edward II. Let's hope we end the year with a good turn out. In January, we will almost certainly be making our annual pilgrimage to the Tunnel House, near Cirencester for the 2002 planning meeting. Details to be confirmed, but the date is likely to be 12th January 2002.

John Ogborne

Tel: 01749 870501, Mobile: 07801 337187

Email: jogborne@compuserve.com

South Midlands section

We managed a presence at Woodcote and at Mytchett (both extremely enjoyable), but the event at Popham was rained off.

The Spring meeting will be in the Vale of White Horse on Saturday 27th April 2002. We meet at 11am on Dragon Hill above Uffington (that's between Swindon and Abingdon, and not too far from Wantage). There will be a map in the next issue of Floating Power, but be prepared to negotiate narrow lanes with hairpin bends and steep slopes. There should be a photo opportunity near the small disabled car park, and there is good parking in the main car park about 300 metres away. The walk to see the White Horse is quite invigorating, and the views are spectacular. Lunch will be at the White Horse in Woolstone at the foot of the hill. There is a good car park, and the pub does good wholesome home-made food. After lunch we go to Ashdown House. There are deer in the park, and tours of the house on the hour. More details to follow. Please let me know if you can come.

Robin Dyke

Lakes & Border section

Malcolm Bobbit says he needs to let someone else run the Lakes & Border Section, having been the contact for a number of years.

Any volunteers or suggestions please contact Malcolm Bobbitt on 01900 825581.



South West section

We in the South West have been very busy during the summer months. Walford Bruen has been in the South of France with his DS, lots of miles and no problems. Gordon Smith and his Normale have been seen at many of the South West rallies. Martin Vickerstaff took on another Traction project (27 years in a garage the owner thought the wheel cyclinders might be ok) and had it MOT'ed within weeks. Simon Crewe broke his Normale gearbox whilst avoiding a nurse, a short term replacement is being put in whilst he awaits a reconditioned box. My diesel is still in everyday use (the smoking problem cured) and has already covered 5,000 trouble free miles. That is if you don't count a wheel coming loose (very loose), but with the help of Gordon I was soon on my way again.

Enclosed are pictures of the diesel winning the best club car at Powderham this year. The presentation being made by Lord Courtenay.

Malachy Bell

Malachy89@yahoo.co.uk

London section

TOC Club night on Tuesday

I don't know if you were thinking of coming on Tuesday night but the Salisbury Arms venue which we have been using has become unsuitable because the car park is rather small and we can't hear ourselves speak due of the volume of quiz night (which is on every Tuesday) GOOD NEWS... We have found a far better watering hole which has been sampled by Pat and myself, has a large car park, bar food served until 10pm, and we will be able to hear ourselves speak

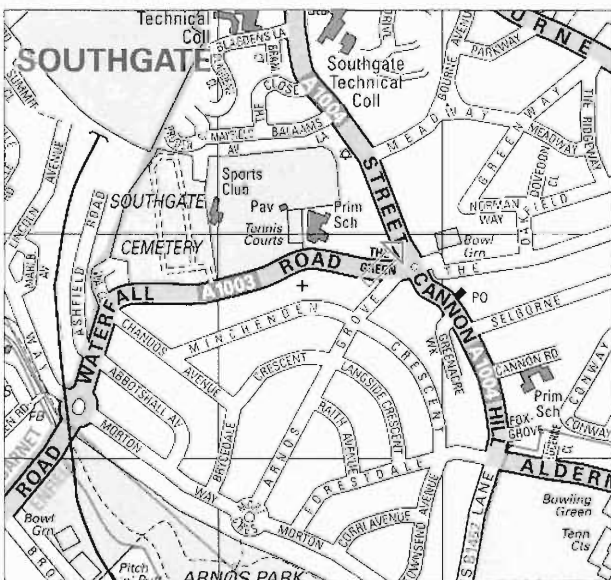
Hope to see you all there.

The new venue is

Ye Old Cherry Tree, 22 The Green, Southgate, N14 6EN

(Located on the roundabout at the intersection of Waterfall Rd / Cannon Hill and the High St).

Map below for those who need it.



tocshop

TRACTION OWNERS CLUB



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

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

| MODEL | PRICE £ sterling |
|--|------------------|
| Autosculpt Traction (pewter like finish) | £4.50 |

A range of hand made Hallmarked Silver Items. Silhouette Traction large or small boot as tie pins, brooches, or pair of earrings. Also old type Citroën Chevron badges as tie pins or brooches. Enclosed in Gift Box. Price £15.00 each. Please allow 28 days for delivery.

POSTAGE & PACKING

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



Please send orders to:

KEITH FEAZEY

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



tocdiary

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

April 27th

Vale of the White Horse

Meet at 11am on Dragon Hill. Contact Robin Dyke for more information. Tel: 01865 858555

May 25 - 26th

10th Annual Citroën Irish Rally

County Down on 25th and 26th May. For more details phone Michael Wood on 02897 528221

TOC Annual Rally

19-21 July 2002



Gibraltar (near Blenheim Palace in Oxfordshire)

July 19-20th

Advance Notice - TOC Annual Rally 2002

The TOC Annual Rally will be held in Oxfordshire next year. It will start with a barbeque at the Rock of Gibraltar pub on Friday evening 19th July 2002. Despite what you might imagine from the picture, this Gibraltar is in Oxfordshire, about 8 miles north of Oxford, and about 2 miles east-north-east of Woodstock. For those who wish to camp there is a rustic campsite by the pub on the bank of the Oxford Canal, and there is a smarter one just 2 miles away. There are plenty of good B&B's nearby and a list of hotels and B&B's will be published later.

On Saturday there will be a convoy drive of about 50 miles (with a treasure hunt), a picnic lunch, a visit to an attraction (still being finalised), and an evening meal in a nearby village.

On the Sunday we have graciously been given permission to take our cars into Blenheim Palace at Woodstock, and allocated a space immediately in front of the main palace monument. There is space for up to 80 cars, and they must be parked neatly. We can picnic.

Further details from Robin Dyke. Tel 01865 858555. Email: jrobindyke@cs.com



August 9-11th ICCR 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



REPAIRS & RESTORATION QUICK REFERENCE GUIDE

TOC SPARES

Chris Treagust
98 First Avenue, Batchmere, Chichester,
West Sussex PO20 7LQ
Tel: 01243 511378 Email: treagust@08002go.com

TOC HELPLINE

Mick Holmes
Tel: 0870 012 2002
From abroad: 0044 115 911 0960

TOC CLUB SHOP

Keith Feazey
21 Paris Avenue, Westlands, Newcastle-under-Lyme,
Staffordshire ST5 2RQ
Tel: 01782 618497

SALES, MAINTENANCE AND RESTORATION

Classic Restorations, John Gillard
First Floor, 636 Old Kent Road, London SE15 1JE
Tel/Fax 0207 358 9969

Renaissance Services, Dennis Ryland
Woodholme, Frithwood, Brownhill, Stroud GL6 8AD

SALES & MAINTENANCE

Imperial Cars, Steve Southgate
Oxford Street, Bilston, WV14 8AA
Tel 01902 495758

STAINLESS STEEL BUMPERS

Jonathan Howard
Tel: 01608 643065 Fax: 01608 642973

RUBBER COMPONENTS

Mike Tennant
49 Hollywell Road, Mitcheldean, Gloucestershire GL17 0DL

TRANSMISSION

Roger Williams
35/37 Wood Lane, Beverley, North Humberside HU17 8BS
Tel: 01482 863344 Fax: 01482 888619
email: rdrw@steam-car-dev.karoo.co.uk

INTERIORS

South Bound Motor Trimmers
Little Dean Yard, London Road, Stockbridge,
Hampshire SO20 6EL
Tel: 01264 810080

INSURANCE

Heritage
Tel: 0121 246 6060
FBHVC

WWW

Club website: www.traction-owners.co.uk

Club chat: inside_trac@egroups.com

To sign up contact TOC Moderator Helen Brixton at: mid-shires_toc@upaloft.co.uk

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

1956 Big 15 Commerciale with Familiare extra seats. Total bare metal rebuild, 12v, Metallic Maroon/Beige, leather interior, metal sunroof, 11d engine, peacock shafts, stainless exhaust. Paris car, immaculate. **£11,250 ono.** Steve Driver 01306 730552

The Oldest and rarest Slough built R.H.D. Big 15 (Super Modern) Saloon in UK Reg; April 1935. Half restored original registration. RV 6818+V5. Full leather interior. Body shell restored. Engine installed. Lots of chroming completed. Most original parts available. This car needs to be up and running and could be, within a few months, with the help of an enthusiastic and knowledgeable Tractionist. I will be seeking the nearest offer to £7,500 for a car that will be worth three times this when completed. Bryn Leonard, Tel: 01884 820799 (Devon/Somerset border close to M5).

1953 11BL
Black/Grey. MOT will be done. **£6,000 ono.**
Tel 0207 394 8302 Mob: 0704 401 2321

1931 C4F Cabriolet with Dickey
Fully restored. In regular use. Very rare car. Maybe only one on the road today. Full restoration record. Offers in the region of **£14,000.** Alan Bussens Tel: 01603 743645.

11BL 1950 Small Boot
MOT & Tax. A reasonable car for improving over winter. Interior completely refurbished. Some spares **£3,000 ono.** Peter Tyson, Windermere, Cumbria. Tel: 015394 45368



1955 Normale (Big Boot) 11B Paris Built Reg No - 675 BN10. Very sound condition. Requires cosmetic restoration. One owner only from new in France for 38 years! All new stainless exhausts. All new brakeshoes, new clutch plate. Good mechanically. Some need of attention to paintwork on body. Reluctant sale due to lack of time and ill health. **£3,500 o.n.o.** Also for sale book of *Floating Power* 1992 - 1998, approx 28 books - very clean - open to offers?

John Poor, Bridgend, South Wales
Tel: 01656 720318 after 5pm
or Fax: 01656 728180

1953 Traction Avant 11BL.
French built, English Reg and in regular use. Brakes, transmission overhauled in France 1999. Bills to prove bodywork good. **£5,000.**
Christopher Hart, Essex. Tel: 01255 504141

1955 Lt 15 Slough built, Dark Blue
Lovely original car has developed a fine patina over the years. Nice period kick plates, wing guards and wind deflectors. New head lining, wiring, Stainless exhaust. Driveshaft, clutch and gearbox uprated by Roger Williams. Various tools and manuals. Owned 8 years, little use these days. **£7,500 o.n.o.**
Bart Middleton, Ware, Herts. Tel: 01920 465557

1956 Lt 15 French. In need of restoration. Some work done, sand blasted and primed panels, doors and boot. Solid body, chrome all done. No engine. **1953 Lt 15 French, Small boot.** In need of complete restoration, no work done, but with engine. **£1,200 the lot.**
Mark Beeson, Devon. Tel: 01884 257513.

1953 Slough Built Big 15. Blue with red leather interior. Right hand drive, converted and running on unleaded. Very sound bodily and mechanically, extensively restored in 1980's & dry stored until 1996 when I bought it. Used as daily transport for several years, change of job & house mean I commute via train. It has always been garaged. With regret I've decided to sell it so it can be used and enjoyed as befits a car like this. The car has a new MOT (1st June 01). The engine was refurbished when I bought the car and has done only a few thousand miles since. There are no major faults and in the important areas such as engine and body it is in outstanding condition. Slough built Big 15's are much less common than Light 15's, and are rarely available for sale. **£7,500.**
Richard Latham, Baldock, Herts.
Tel: 01462 894282 Email: rlatham@wfw.com

PARTS FOR SALE

Pre-war LT15 bonnet (Flap type)
Needs work but all there.
Offers. David Boyd Tel: 01527 892134.

SEV 1D/DS.
12 volt windscreen wiper motor. New & Boxed. **£20 each.** Plenty of other Traction bits at reasonable prices.
David Boyd Tel: 01527 892134.

6v - 12v DC Converter
1 off £18.96 Part No ABM 75 (Draws about 4 amps). Ideal for radios, airbeds, airhorns.
Ablemail Tel: 01614 806910, Brookfield House, Christice Street, Stockport, SK1 4LR

Big 6 Inlet Manifold with Carb. Excellent condition. 2 other Carb also, plus Brake Shoes, Bibex Joints, Carden Shafts. Offers to David Boyd Tel: 01527 894599

Pair of Special Citroën T.A. Rear Shock Absorbers especially made for towing trailers, caravans etc. Very robust and in perfect condition. Rare opportunity to buy. Bargain **£50 plus postage.** David Boyd Tel: 01527 892134

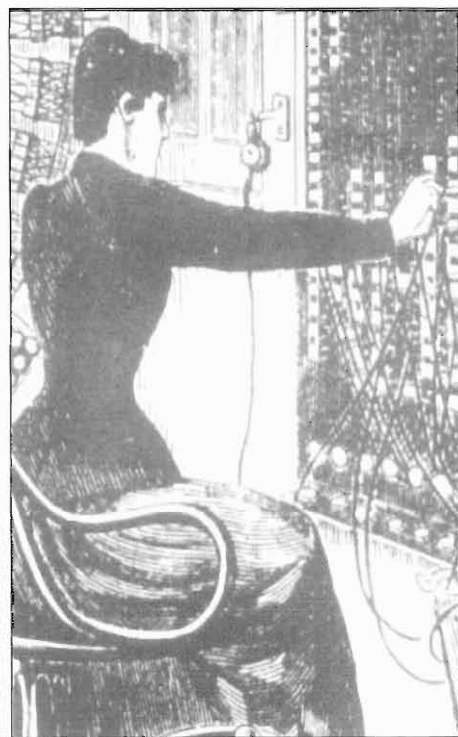
Restoring a C3 Cloverleaf?
Full set of plans for building a new body frame, all elevations plus isometric and sections. Order some Ash and sharpen those tools now! **£25 including postage and packing.** Call Frank 013397 42272 or Email frank-grant@lineone.net

WANTED

Paris-built Normale 11B. Small boot. Must be in good overall condition and a good runner. Would consider either original or restored vehicle. Please contact Leo Quinn (Pontefract) 01977 620116

MAGAZINES FOR SALE

Floating Power Magazines For Sale
Set of magazines from November 1979 (Volume 3 Issue 4) to present inclusive, all perfect, none known to be missing. **£450.00** (includes UK delivery), no offers. Andy Rose, 01732 456191 (Sevenoaks, Kent)



tochepline

0870 012 2002

from abroad

0044 115 911 0960

