

december/january 2002

Floating Power



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



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



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



ireland

Norman Moore
69 Killane Road
Limavady
Co Londonderry
Northern Ireland
BT49 0DT
Tel: 028 7776 3755



Club Tools are available in these areas



Approximate position

For details of area meetings, please contact your local organiser

Chairman

Paul De Felice
2 Oxford Gardens
Winchmore Hill
London
N21 2AP

Tel: 020 8360 6837
pauldefelice@btinternet.com

Treasurer

Tony Malyon
58 St Augustine Road
Griffithtown, Pontypod
Gwent, NP4 5EZ

General Secretary

Pat De Felice
2 Oxford Gardens
Winchmore Hill
London, N21 2AP
Tel: 020 8360 6837

patdefelice@btinternet.com

Membership Secretary

Peter Riggs
2 Appleby Gardens
Dunstable
Bedfordshire LU6 3DB

Social Secretary

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

Standing 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
Batchmere, Chichester
W. Sussex, PO20 7LO
01243 511378
treagust@08002go.com

Club Shop

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

Honorary Life Members

Fred Annells
David Shepherd

Club Website

www.traction-owners.co.uk

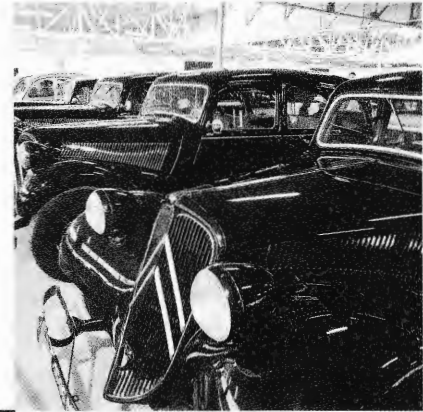
Contents

dec/jan 2002 volume 26 issue 1

**Floating
Power**



- 4 TOC Chairman's Note
- 5 TOC News
- 6 TOC at the NEC
- 8 Le Conservatoire



- 10 TOC Gallery
- 11 TOC Tech 3 to 4 Speed
- 14 TOC Tech Forum
- 15 TOC Annual Rally 2002



- 16 17th Brittany Rally
- 18 ICCCR USA Car Shipping
- 20 Section Scene
- 23 TOC Classifieds

Editorial

Another new year of Traction motoring begins and in this issue you will find a varied programme of events to attend. If you have the time and the funds, you could be Tractioning almost non-stop for two months. Imagine setting off on June 14th to Norway returning on the 30th in time to check the car over and set forth for the Brittany Rally for the days around July 14th. Then on to Le Havre to drop off your car before the 15th for onward shipping to USA to the 12th ICCCR and two weeks in New England and Canada in August. Sounds good to me. Wish I had the time to do it all.

In this issue we report on Citroën's surprising renewed interest in its heritage with a report from Chris Goffey on Le Conservatoire, our exhibit at the Classic Motor Show and an extremely interesting inaugural toctech article - Floating Forum. If you have any contributions to this innovative new feature, please forward your thoughts to John Osborne.

Copy date for next Issue: 10th February 2002

Front Cover



Surely not running boards and a side mounted sparewheel!
Photo: Chris Goffey at Le Conservatoire.
Comments Invited!

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

January 2002

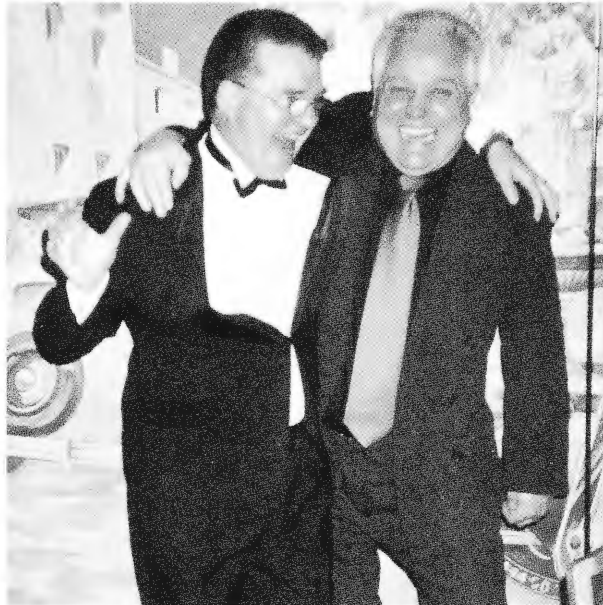
Paul De Felice


South African Spares

I am really pleased to announce that finally agreement has been reached over the purchase of the South African spares. The initial deposit has been paid and the container of parts should be leaving South Africa by the end of January, arriving in the UK by the end of February. We intend to publish in the Magazine the list of new and second-hand parts available, together with a price list. Also, in the Spring, we intend to hold an open day where members can visit Chichester to view the parts and make any purchases. After the container arrives, photographs will be taken and an article published in Floating Power.

25th Anniversary

Our 25th Anniversary Dinner & Dance held at the Kettering Park Hotel was a very enjoyable occasion for the members who attended this celebration of 25 years of the Traction Owners Club. Unfortunately, only 38 members supported the event which was booked for 100 people. Needless to say this caused a serious shortfall in funding which will have to be made up from Club funds. I wish to thank Richard and Esther Hooley for all the effort they put into organising the event which, although smaller than normal in attendance, was thoroughly enjoyable. Due to the lack of interest we have no plans for Christmas 2002.



 Your Chairman and Editor certainly enjoyed themselves. Ed.

toccommittee

January 2002

Membership

Our membership is currently at the highest level it has ever been. However, our Membership Secretary, Peter Riggs, is having a considerable amount of extra work with direct debits for payment of annual membership when members change their banking details and do not inform the club. Therefore, it has been decided by the Committee that the annual membership can be paid only by cheque or credit card in the future. A letter will shortly be sent out to all members paying by direct debit to inform them of the forthcoming change.

Club Shop

We have at last managed to obtain new grille badges, manufactured in the UK that were previously out of stock. They are available through the Club Shop and the quality is superb.

We are also looking into new designs for sweatshirts and teeshirts and will be purchasing Club umbrellas which at the moment are out of stock.

Formation of the TOC

Fred Annells, at the NEC Classic Car Show last November, organised a meeting with four other founder members to prepare an article detailing the formation of the Club which will be produced in Floating Power in the near future.

New Members

- 1739 C. Hoskins, Par, Cornwall
- 1740 R. Polley, Cirencester
- 1741 C. D. Longman, Great Missenden
- 1742 A. Pattilo, Cardiff
- 1743 B.G. Reakes, Bristol
- 1744 R.I. Prendiville, London, SW18
- 1745 A.C. Twose, Torquay, Devon
- 1746 B. Collis, Benfleet
- 1747 W. Bloemendaal, Bussum, Netherlands
- 1748 C. Brown, Ryehill, East Yorkshire

tocspares hotline

01243 511378

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



Asbestos Warning

Classic Cars Magazine reports in its January 2002 issue:

The Classic Car world could be rocked by harsh new legislation that outlaws any car fitted with asbestos parts. The proposals, which come into force in France on January 1 2002, would ban the sale, transfer or even storage of any vehicle first registered before January 1997 unless it has been stripped of components containing asbestos.

This means that all classic cars fitted with brake pads, clutch plates and even head gaskets containing the material will be banned from the road unless all the parts are replaced with non-toxic components. A check will then be carried out to prove that the vehicle is 'clean'.

In the UK, asbestos is a banned substance but vehicles currently fitted with parts containing it are not affected. Richard Peterson from the Health and Safety Executive played down fears that legislation similar to that in France was on the cards. He said: "There are no plans to bring this into the UK."

Jim Wyman of the Federation of British Historic Vehicle Clubs said: "This is going to have a massive effect on the French classic car scene, but quite how this law is going to be policed is another matter."

The legislation forms part of a bill on asbestos in buildings, first drafted in 1996. It contains a catch-all clause covering the transportation of the material which looks likely to affect classic cars.

The implications are wide ranging. Not only will domestic movements of classics in France be affected, but dealers, auction houses and enthusiasts alike could see the whole industry grinding to a halt overnight.

Floating Forum

I am pleased to report that we have had a promising response to the request for technical contributions from members. The first crop seems to have a common theme of heat and water – maybe it's something to do with the weather! I hope you will all be encouraged by these articles and feel inspired to put pen to paper, send an e-mail, or give me a call with your own experiences.

I would also like to start an 'Agony Column'. If you have a seemingly insoluble problem why not publish a summary in Floating Power? I am certain that "the truth is out there" and that a wealth of solutions will flood in. Once it has gathered momentum this could be one of the most useful features in the magazine, so don't be shy and drop me a line.

John Osborne

(Contact details inside front cover)



Vintage Citroën Register

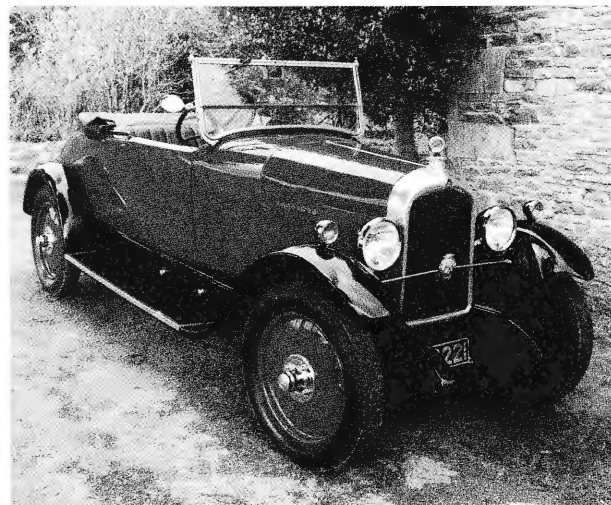
Barry Peerless created the Vintage Citroën Register in 1990 and after months of voluntary hard work its members were provided with a detailed list of 90 rear-wheel-drive Citroëns and an information/technical advice service second to none. However, due to Frazer-Nash commitments, lack of computer back up and health problems, he has been unable to maintain and develop this register which has lain virtually dormant since 1995.

Since I am retired, own a 1928 12/24 two seater roadster (Slough built) and have desk top publishing facilities at home, Barry suggested I don his mantle and so this unique archive has been entrusted to my keeping. It's a relief to relate that Barry is keen to remain on board as technical consultant to supplement my abysmal lack of technical knowledge, whilst Malcolm Bobbett and John Reynolds have accepted honorary membership for their invaluable, literary contributions to Citroënians.

There will be no affiliation with any particular club, because many vintage enthusiasts are not exclusive to one make and often prefer a local club rather than risk their cherished antiques on long journeys to national events. This will enable the register to reflect the widest possible trawl covering all models from 1919 to 1935.

Full details and a questionnaire will be sent to a list of 137 owners and should any of your readers wish to be included I would be delighted to hear from them.

Tom Wright (Registrar)



Tim Wright's 1928 12/24 two seater Roadster (Slough built)

tocarchive

A volunteer is sought to collate and maintain the club archive. Over 25 years much has been accumulated and this now needs to be properly structured and recorded. If we have any members who wish to take on this important task, please contact the secretary, Pat De Felice 020 8360 6837.

toc at nec

INTERNATIONAL CLASSIC MOTOR SHOW

NEC BIRMINGHAM, NOVEMBER 10-11 2001

The Traction Owners Club was well represented with a much larger stand than in previous years. This enabled us to display eight vehicles, seven Traction Avants, and a Paris rear wheel drive taxi.

The cars shown were:

1929 C5 Paris Taxi, Rear Wheel Drive, restored to a superb condition, and owned by Maurice Bailey.

1935 Faux Cabriolet, Slough built RHD, owned by our Founder Member Fred Annells.

1936 Limousine, Slough built RHD, a very rare car, owned by Steve Southgate, and believed to be one of only two in this country.

1938 Roadster, Slough built RHD, a well known car in the club and has been seen on many occasions at Trials and Rallies, owned by David Boyd.

1949 Light Fifteen, Slough built, RHD, owned by Steve Thompson.

This vehicle had been stored in a lock-up garage for some 30 years up to a year ago, when Steve found it and restored it within the year.

1953 Big Fifteen, Slough built RHD, a beautifully maintained car owned by Peter Simper.

1956 Normale, Paris built LHD, a totally concours car in every respect, displayed in Wedding finery, and owned by David Boyd.

1953 Roadster 15/6, British built RHD, the only right hand drive 15/6 in the world, proudly owned by Steve Southgate

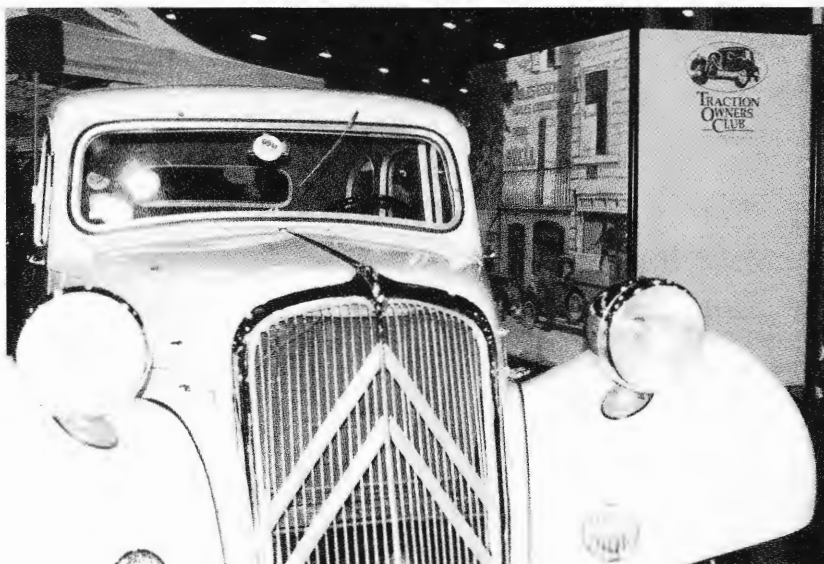
Our Display backdrop featuring David Warner's paintings of Citroën Vehicles was again used to great effect, with an additional top banner showing The Traction owners Club name and logos, making the stand much more visible from a distance.

There was a very good attendance at the Show, and our stand attracted a lot of attention. Some five new members were signed up, and many application forms were handed out.

We did not win any awards this year, but congratulations must go to the Citroën Car Club, who took the Club Stand award.

I would like to take this opportunity to thank all the members who exhibited their cars, also to Mr Maurice Bailey, who, although not a club member, kindly allowed us to show his car. Thanks also to all members who helped out on the stand over the two days, and a special thanks to Tony Latchford and Peter Simper who took over from me to organise the show.

Mick Holmes





Martin Edwards Notes

Congratulations to the organisers of the TOC Stand at the NEC Classic Car Show on 10/11 November! This was clearly a step-change in the public promotion of the Club and the recruitment of new members. There were a number of real improvements:


- Double the usual floor space to exhibit the cars.
- Location in the exhibition hall near the entrance.
- 8 different models, all in excellent condition, on display.
- Excellent Club display backdrop of French street scenes.
- Cars that attracted passers by to stop and look.

As a helper on the stand on one of the two days, the comments from visitors were very complimentary. We need to consider this as the main occasion each year and look outward and go out in search of new members rather than waiting for them to come to us. Can I suggest some further improvements for next year?

- A promotional leaflet about the club for free handout (there was great take-up and interest in the leaflets for Imperial Cars and Paris Cars that were available on Steve Southgate's and David Boyd's cars).
- For people showing an interest in joining, a folder with a promotional letter, an application form and a back issue of Floating Power.
- Replacing the white plastic table and chairs with something that matches the professionalism of the cars.
- Having all display cars with their windows down to invite visitors to put their heads in and get an experience of why Tractions are so seductive.

This is all 'low tech' and would not be expensive. Above all, we need to accept that the main purpose of the event is to use the stand to engage with the public and not to use it as another form of club meeting for existing members. As a regular annual helper on the stand, it is one of the events that I particularly look forward to - it is really good promoting everything about our cars and our Club in order to increase our membership.

Martin Edwards

 *Comments and views to the editor. Ed*





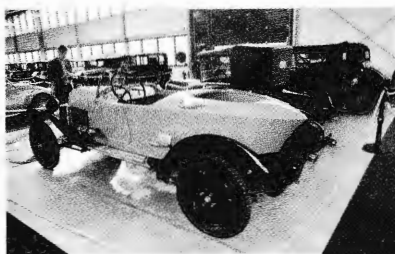
Le Conservatoire

By Chris Goffey

As many enthusiasts will be only too well aware, Citroën in both France and UK have been notably shy of promoting their heritage over the past twenty years or so. In fact the managing director of Citroën UK famously said at the time of the BX launch that as far as he was concerned, the company had no history. The BX he said was to be a brand new car and a brand new image for Citroën, no quirks, no idiosyncrasies, a car for the masses, not for the enthusiast.

Over time that determination to have a fresh start has mellowed very slowly, and it's only over the past year or so that cracks have started to emerge in the walls Citroën erected around their past.

But on the 28th of November 2001, those walls really started to come down. Citroën summoned journalists to Paris for an historic occasion - the inauguration of "Le Conservatoire". This is not a museum, rather it is a glorified warehouse built on a spare bit of land at Citroën's Aulnay factory, close to Charles de Gaulle airport, where the company has assembled the collection of vehicles it had, scattered



around France in various locations. That this was a landmark was underlined by the presence of Citroën Managing Director Claude Satinet, and the Chairman of the Supervisory Board of Peugeot Citroën, Pierre Peugeot himself.

M. Peugeot left no-one in any doubt about his view of history - he spoke about the success of the Peugeot Museum and the value of their history to his company. But while not actually saying he had twisted arms at Citroën to get something done, he did allude to the difficulty of getting designers and engineers to consider the past, instead of always looking forward to the future. M. Satinet was rather less effusive on Citroën history, preferring to emphasise the current success of Citroën sales to the assembled Press.

Both men then cut the tape and the assembled journalists were allowed into the warehouse - something of a first and last visit we were told, since the building will not be open to the public - nor will car clubs be allowed to visit since the required safety and fire standards for public access have not been met.

That said, it is a stunning sight! Around 150 vehicles had been put on display, for our delight, from historic models, prototypes, styling and concept cars, competition cars and examples of the latest cars from the production lines.

M. Charles Herval, is in charge of the collection. He has been with Citroën for 24 years, and was previously head of Citroën Malaysia, before starting this project a year ago. He is deeply

enthusiastic, but admits he has just four staff, two technical, one archivist and himself, to look after 300 cars and 1,400 linear metres of archives - among them sketches and plans from the design offices including original styling drawing by Bertoni. He also holds the factory register of chassis numbers, going back to 1919. There were some anomalies in the cars we saw - for instance nearly two dozen examples of the ZX Rallye Raid Sahara desert rally cars lined up at the back of the hall, differing in detail, but all very similar. However, M. Herval says he has no GSA yet, though he is looking for one. Still he has a GS Bi-Rotor, the car powered by the Citroën version of the Wankel engine. And on the subject of Wankel engines, the Citroën helicopter, powered by a Wankel engine was on display together with video footage of it in flight.

Of particular interest to this club were the Tractions, a 1954 15/6 Hydraulique, and a 1951 15/6D, a 1947 11 BL and a 1955 11 B Familiale, a really superb 1935 7B Faux Cabriolet, a 1939 11 BL Berline on Pilote wheels, and the 1934 motor show 7A displayed as one of the first cutaways of international motor shows, with the engine, transmission and wheels mounted on a stand in front of the car which was sans bonnet, wings and grille. For me the star was a 1939 11B Cabriolet, Finished in Green, this car was in truly superb condition. "All the technical difficulties encountered at the start (of the Traction series) have been overcome," the display card proudly proclaimed. Hmmm. Nevertheless an extremely nice car, and



one I'm sure Dennis Ryland would want to look at to get his current Cabriolet rebuild absolutely right.

There was also some early film of Citroën crash testing - notably a Traction being pushed over a cliff edge, rolling end over end, before coming to rest, windscreen intact, windows which still wound up and down and doors which opened and shut. After the bonnet, which had flown off in the tumble, was replaced, the car was apparently driven away - albeit looking rather close to the ground in the middle!

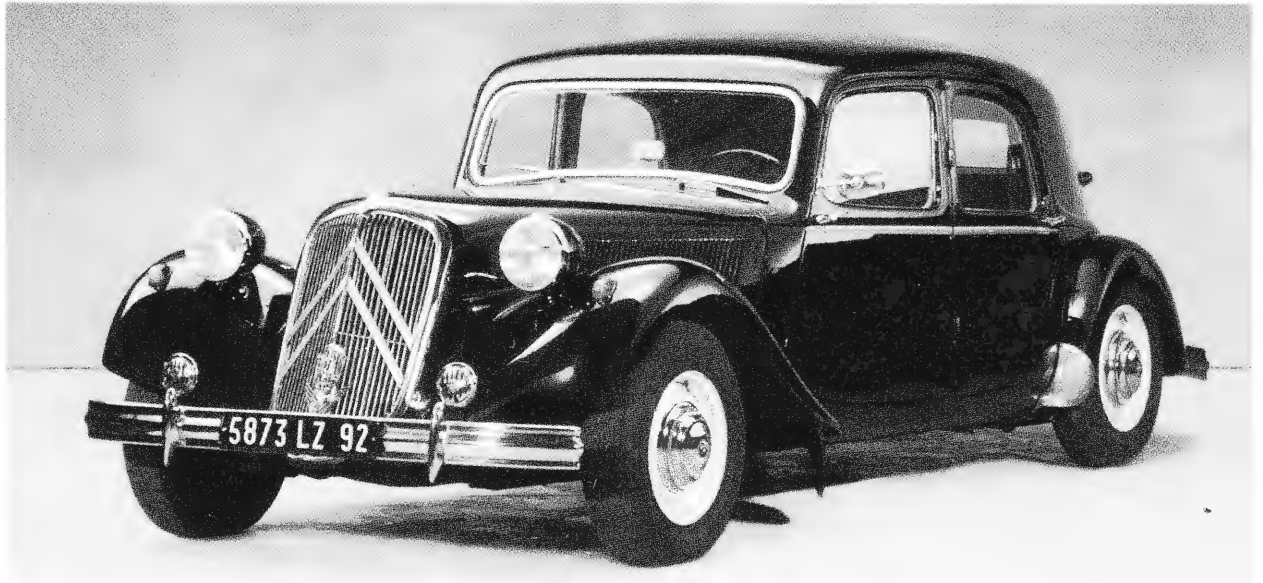
There were no Slough right hand drive cars on display, no Bijou, 2CV, DS or Traction, although the UK Press and PR Manager, Julian Leyton said that they would be taking the Slough built Light Fifteen and 2CV currently on loan to the National Motor Museum at Beaulieu, over to Paris in the near future. Lord Montague, when appraised of this idea at an RAC dinner the other night, was reported to be un-impressed.

Other cars to catch the eye - a line up of DS models including the short wheelbase rally cars. The DS decapotable was on loan from a private individual, though it was emphasised that this was the only loan car, all the others are owned by Citroën. I have to admit I love the SM, and there were some notable SMs, again including the Rallye de Maroc car and a fearsome device with roll cage and competition seats that was apparently used as a test vehicle for tyre and suspension systems. There was a twin engined 2CV Sahara, and some lovely early cars - in particular a torpedo bodied two seater with dickey from the 1920s. And two examples of the half track camionettes used for Citroën's expeditions to Africa in the first crossing of the Sahara and the Croisiere Jaune to China. The three dusty examples of 2CV prototypes were also there, the cars that were walled up at the Citroën test centre in an attic to keep them safe from the Germans and only recently discovered.

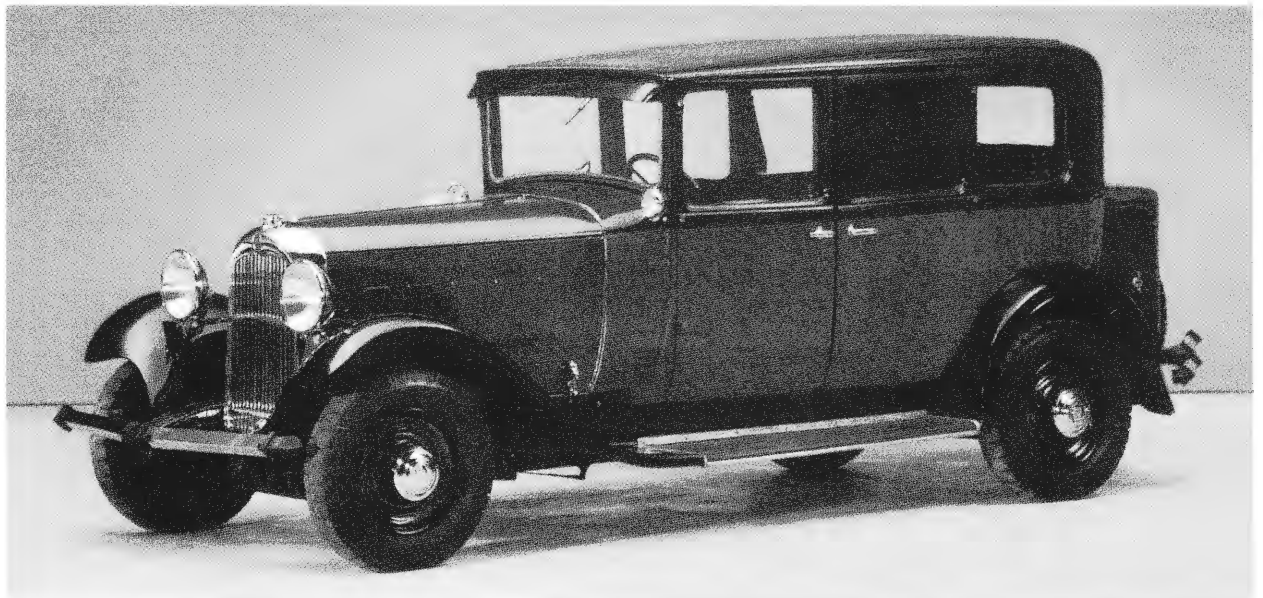
Personally I am looking forward to the promise that I may be able to drive some more cars from the collection - I've already driven their SM and their prototype 2CV. Citroën say they will be prepared to lend vehicles out "where necessary" so look out for some road tests of the cars! Le Conservatoire admittedly has a long way to go before it becomes a full fledged museum on the lines of that at Peugeot. However, people will be able to see a selection of the cars in future since the "Citroën Hippo" restaurant on the Champs-Elysees is to be fully converted and renovated when the current lease runs out, to form a historic showcase for Citroën, with cars of yesterday, today and tomorrow on show. To that end, Citroën announced an international Architectural Competition for the design of the forthcoming building.

We had only a brief few hours at Aulnay before being whisked away by Citroën PR to catch the afternoon flight back to the UK. However, I was impressed and encouraged by the effort Citroën, both France and UK, put into the event, by the cars, and by the potential they have to create a really significant monument to the genius of Citroën - past and present.

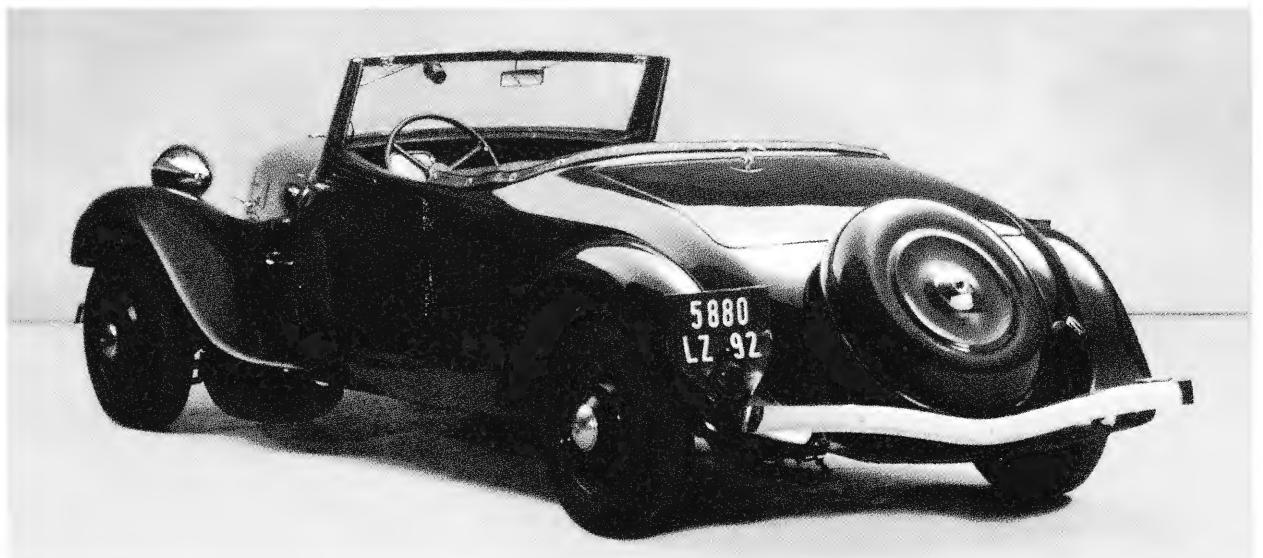




Citroën Traction 15/6 H Saloon - 1954



Citroën C6G Saloon - 1931



Citroën Traction 11B Cabriolet - 1939

CITROËN

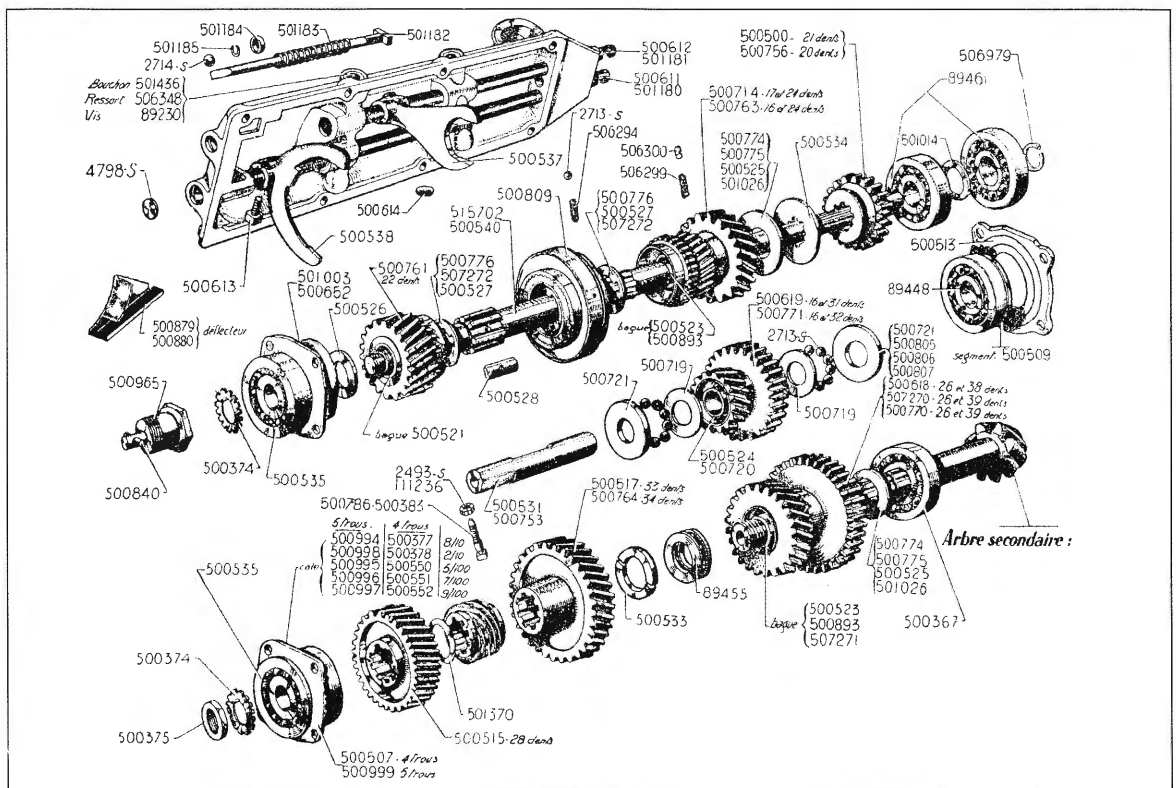
toctech



volume 2

Modifications **1**

3 Speed to 4 Speed Gearbox Conversion



3 Speed to 4 Speed Conversion

Editor's Note This article has been translated from the French by Terence McAuley from 'Traction Avant' Issue 50 – the magazine of the French Club 'La Traction Universelle'. The author seems somewhat idiosyncratic and the article may contain some controversial ideas – the last sentence is certainly challenging!

Three Speed to Four Speed Conversion

Eric Massiet has recently managed to cross Australia for the second time and shown yet again, following his "Tour du Monde", how durable the Traction Avant is! (A reference to the *Tracbar Dundee 2000 expedition – Ed.*)

On the Australia trip the problem of the three speed versus the four speed box was again highlighted. I was one of the first, nearly twenty years ago, to put the four speed DS box in my 1951 Normale. Since then, I have covered some 200,000 km in and around Paris, on main roads and motorways; through all kinds of weather, both alone and with my family and their plentiful luggage. I am quite clear as to the advantages that the conversion brings.

Originally, André Citroën, attracted by the torque converter that Sensaud de Lavaud had designed, intended that the Traction should not have a conventional gearbox. But de Lavaud had not taken the trouble to fully develop his design and it led the Traction to the brink of disaster. In the last few days before the official presentation at the Paris Salon in April 1934, the three speed box had to be hurriedly introduced.

The gearbox was never fully developed, as if it somehow had to retain the stigma of this fiasco and, despite the modifications that were made to the rest of the car up to 1957, all 11s were fitted with the box that even dedicated Tractionists consider inadequate. It was the weakness of this exceptional car. In my opinion however, Citroën – under Michelin management – was not negligent. All the faults of the three speed box were corrected in the four speed version which was never fitted to the Traction for purely commercial reasons.

From a quick inspection it is clear that the four speed box would have been suitable for the Traction, particularly if it is seen stripped of its famous inboard disc brakes; these discs could also have been fitted to the three speed box if only the fixings had been provided on the casing. Moreover, the 11D engine of the later Traction powered the early ID19 Normale. So the four speed box actually is a Traction box and it ended up only in the ID/DS for commercial reasons.

Problems with the Three Speed Box

The differential runs on taper roller bearings that are held on by fragile aluminium caps and the planet gears have 'tails' to receive the inner cardan flanges. The crown wheel and pinion itself demands horizontal alignment to an accuracy of one hundredth of a millimetre according to the 'Revue Technique Automobile' (a French Haynes Manual – ed.) and the gear train is secured by a washer tabbed in two directions simply located on the splines. Why did the splines not stop before the keyway to make a straightforward fixing? If the nut becomes loose it leads to a rapid deterioration of the box and subsequent disintegration!

The primary shaft has a synchro hub comprising two moving rings; the outer ring contains the synchro teeth and the inner ring is attached to the synchro bush. The rings are joined by six balls which must work against centrifugal force because the springs are mounted on the external ring. The result is that the harder one works the gears when accelerating, the less synchro action there is – an effect that we have all experienced. On the six cylinder box, the springs are mounted the 'right' way round.

More seriously, the double second idler gear turns on bronze bushes and, because of the relatively large clearance required for

lubrication, the resulting gear misalignment results in broken teeth. Too little clearance would lead to second gear binding on its shaft. Reverse gear turns on two sets of balls retained by bronze washers – another fragile arrangement.

Perhaps the worst feature of the three speed box is that the sliding first gear turns an idler which in turn engages another one via a second pair of intermediate gears. So, in first gear, six gears are involved, giving the Traction its characteristic sound when pulling away – a feature that does not exist in the six.

This may give the impression that the box is a catastrophe, but these are simply examples where I feel that it should have been possible to simplify and improve the design for little additional cost. These features have been changed in the four speed box.

The Four Speed Box

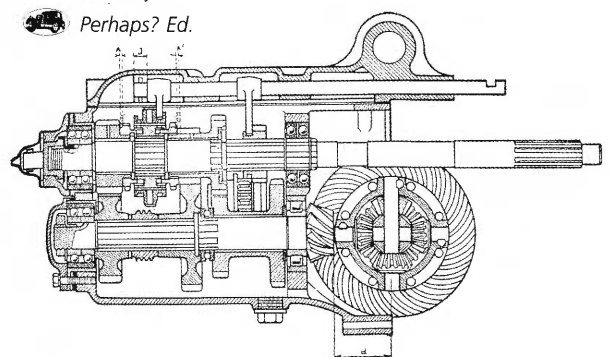
The driven first gear is smaller to allow for a larger synchro assembly (which requires a bulge in the casing) and by replacing the 9 x 31 final drive by 8 x 31 allows first gear to use only two gears instead of six. The spare pair of gears becomes second, the old second becomes third and third becomes fourth – clever stuff! The bronze bushes are replaced by needle rollers which have less play and the differential bearings are secured by the casing, resulting in greater rigidity. Synchromesh is achieved with moving bushes, thereby reducing the moving parts to a single ring containing the synchro teeth with the springs operating in the 'right' direction.

A peculiarity of the four speed box is that the gearbox and differential casing are not split down the centre line of the bearing, necessitating extraction of the bearing along the axis of the output shafts. Apart from this reservation, I can only see the box as an improvement. It is robust – according to some, unbreakable – and a pleasure to use with the extra gears being particularly beneficial in hilly country. I remember some 30 years ago, whilst driving up Mont Ventoux in a Traction with the original three speed box, that I could not remain in second and kept having to change back down to first.

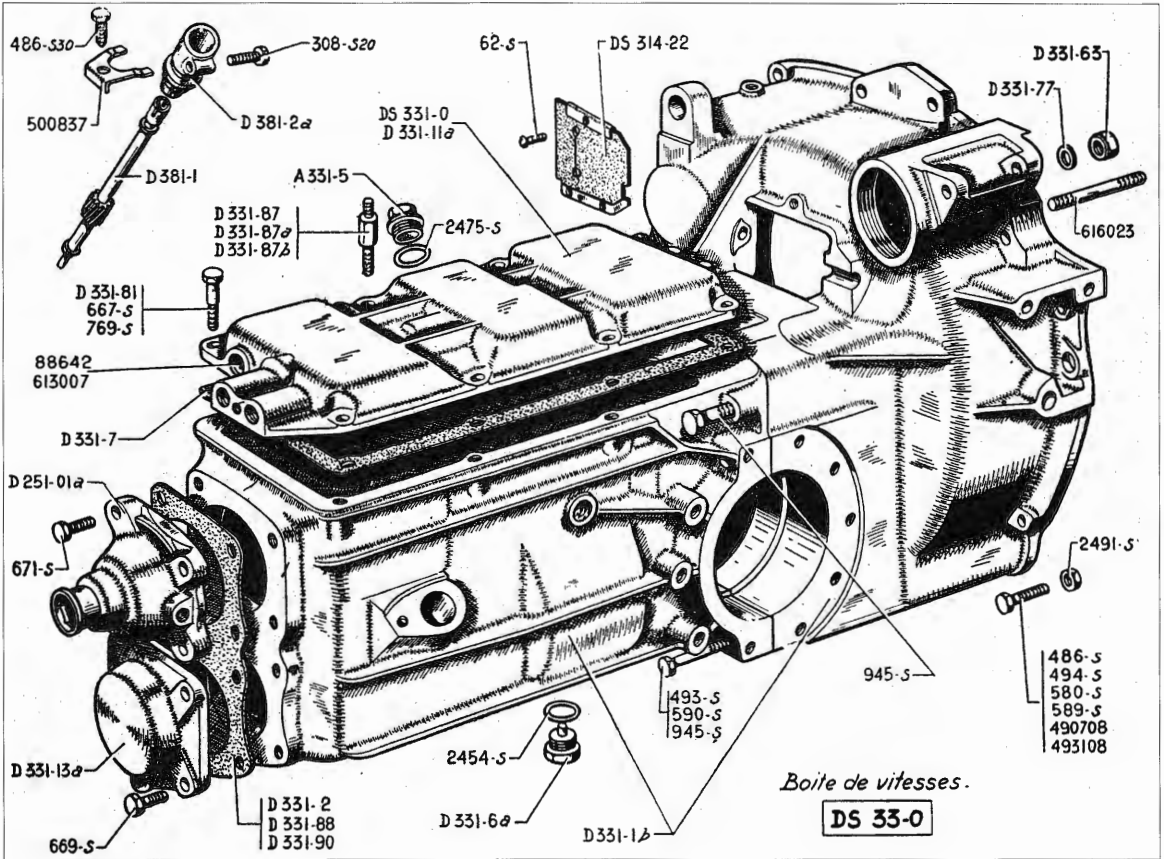
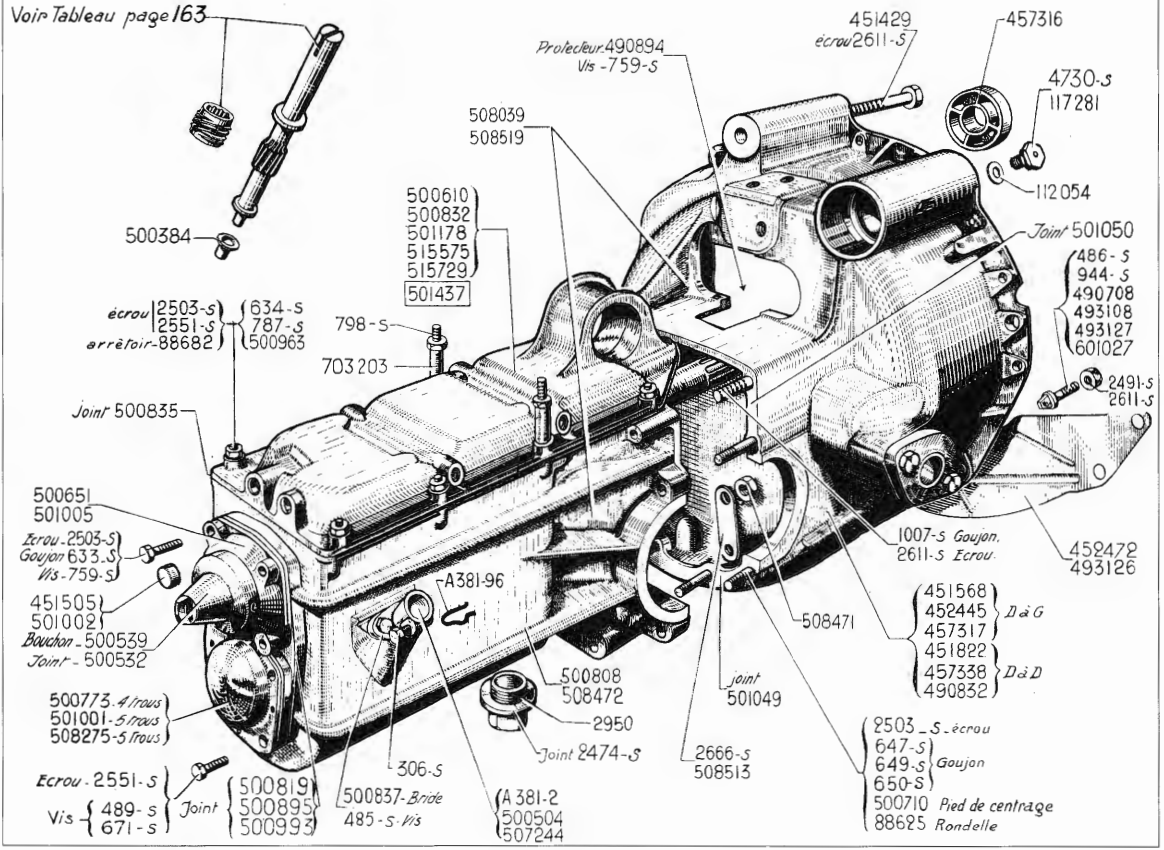
For those who wish to keep their cars original, the three speed box requires a careful driving technique, frequent maintenance and the use of quality parts manufactured to the highest precision. However, cruising at 100 to 110 km/hr with a four speed box in modern traffic is much more relaxing than at 80 to 90 km/hr with the three speed, although when Citroën first made these cars it was entirely adequate.

In conclusion, I agree with the purists that any modifications should be reversible and that a Traction should not have its bodyshell altered in any way. It is a simple matter to convert to a four speed box – a task that a well-trained mechanic can do in less than a day.

 Perhaps? Ed.



Voir Tableau page 163



Overheating Slough 6

A relieved Derek Fisher of Bath discovers a simple solution to overheating

As many members will know I was unable to make the TOC Annual Rally in 2000 as my Slough 6 kept boiling. After doing all the usual checks - compression test found to be good on all cylinders, radiator circulation good and timing correct with a pin in the flywheel - I discovered that the fault was the condenser breaking down. I found this accidentally when I noticed that the points were badly burnt after less than 200 miles. An ohm meter

across the condenser read 8 to 9 ohms before zeroing; on checking a new condenser it read 21 to 23 ohms before zeroing. The condenser was replaced and there was no more boiling. Everyone I asked was convinced that the head gasket was the problem, but I was not convinced as I had high equal readings on all cylinders. I was so pleased that I did not take the head off only to find that there was nothing wrong with it. I have always carried a condenser in the car but had never heard of a condenser causing this problem.

Overheating Traction and Their Owners

David Boyd of Redditch gives a detailed account of the reasons for overheating with solutions to cure and avoid this common problem.

Traction owners often tell me that their cars are running very hot which, to me, is a puzzle - I can never seem to get mine hot enough. These cars were designed to run cool even in the sunny climes of Provence, so our usual summer weather should never pose too much of a problem for a Traction in 'fine fettle'.

However, cars do run hot and, that being the case, how does one go about solving this little problem? Looking at the water level in the radiator is probably too obvious and yet owners do tend to forget this occasionally. So, do the obvious and check it on a regular basis. It is not unusual for water to disappear down the overflow tube and produce nasty results within a short time.

Most owners will usually assume that the problem lies in the radiator itself. A re-core may then be carried out at considerable cost only to find that the engine is still running with a 'good head of steam' and the bank balance is consequentially looking sick. Re-cores can be the answer, provided they are undertaken by a reputable repairer who knows what he is doing, but I have often found that the problem is not the radiator but the cylinder head. The head has almost certainly never been cleaned out properly in the life of our beloved machine.

Traction cylinder heads are notorious for their ability to create rust. The worst offender is the water distribution tube, which was fitted to divert water around the spark plug areas to improve cooling. This tube is made from steel and was probably rotting within a year or two of its manufacture. The result is that large pieces of rust get stuck in the head and, with general rust elsewhere, brings to an end the free flow of water through the cylinder head - the result is overheating.

The only real answer is to remove the cylinder head from the block, remove the valve gear etc., take out all five core plugs and

view the scene inside - probably with alarm! Clear out the remains of the water tube and all the deposits and give it a good blast through (a pressure hose is ideal) to clean out the rubbish as much as possible. You may then consider taking it to your local automobile engineer to have the head converted to unleaded petrol and thus save yourself some money over a period of time. Replace the core plugs with new ones (Club Shop), do not replace the water tube, re-assemble the head and refit it with a new gasket. Fill with water and a good anti-freeze to prevent corrosion. Restart the engine making sure that the timing is correct because a retarded engine will tend to run hot. The chances are that your overheating problems will have gone for good and your trip to sunny St Tropez will be a goer for 2002. So give it a try!

Likewise cool running, especially in the winter, can have drawbacks particularly if, like my cars, they have a heater of the Smiths type in order to avoid the driver and passengers from freezing to death! On my Normale it is necessary at this time of the year (December) to blank off about one third of the radiator core to get the engine temperature up to anywhere near its correct running temperature of around 80°C. Some owners use thermostats built into the top hose to achieve this (the Quinton Hazel No. 205 is suitable) but a word of caution is necessary here. Generally speaking, Slough built cars have radiator header tanks of a more robust metal than French cars which use a rather thin gauge of brass. The higher temperature seems to create more expansion and contraction of the tank, with the result that cracks develop causing steam to appear and brown water stains down the core. So be careful; make a blanking piece to fit across the bottom of the radiator (say 4 or 5 inches deep) and experiment with size to give a satisfactory water temperature.

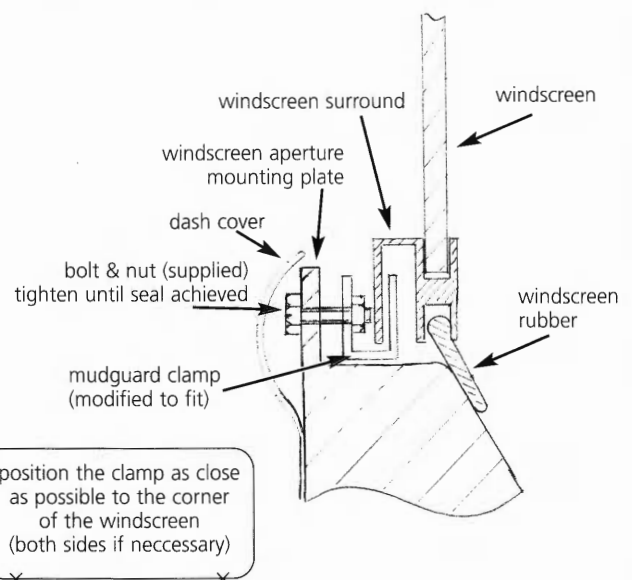
One last comment with regard to electrical fans. They should not really be necessary and in any event are pretty heavy on the battery. If an electric fan has to be fitted it points to problems elsewhere in the system - so start looking and 'good luck'.

Leaking Windscreen on 1954 11BL

David Baird of Newtownabbey comes up with a pragmatic solution to the ubiquitous 'wet knee' effect.

Having removed the windscreen and replaced both rubbers, I discovered on re-fitting that the distortion of the windscreen was such that despite the new rubbers there was still a gap at the bottom right hand side of the screen.

The solution was to purchase a couple of mudguard clamps and modify them to fit as per the diagram. The modification has been 100% successful having been tested on a drive of four hours in heavy continuous rain. Obviously the windscreen can no longer be opened but, if that is required, the clamp can be easily removed.



toc annual rally

TOC 26th Annual Rally 19-21 July 2002

PROGRAMME

Friday 19th July

Meet at Rock of Gibraltar in evening for informal get-together. The pub will sell barbecue style food and almost certainly Hook Norton beer and maybe even Old Speckled Hen. The garden is big and overlooks Enslow Wharf on the Oxford Canal. If it rains there is plenty of room inside the pub.

Saturday 20th July

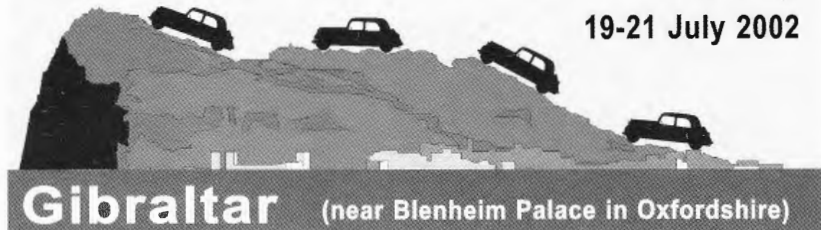
Meet at Sturdys Castle at 9:30 - 10:15 am. Sturdys Castle is a roadside pub with a large car park and they offer coffee and even breakfasts. We are to set off in probably 2 or 3 groups at 15 or 20 minute intervals and the route is an anticlockwise circle through pretty Oxfordshire villages. The stopping points are Enstone Airfield (to watch the driving tests), Cogges Farm Museum at Witney (picnic in the orchard and browse around the farm where the staff are dressed in Victorian costumes), and the Oxford Bus Museum at Long Hanborough. The total distance should be 40 - 50 miles. Those who wish to participate in the driving tests will be in one group and will skip the first few villages. An end of the airstrip has been booked for 2 hours. The entry fees for Cogges Farm and the Bus Museum are included. A map and route directions will be provided and there will be some treasure hunt style questions to answer en route.

On Saturday evening there is to be a dinner in the village hall at Kirtlington. The Morris Dancers have agreed to perform in exchange for ale. Probably from 6:30 to 7:30 pm, but the bar will be open from 6 - 10:30 pm. There will be music (probably jazz) to accompany the meal, but if our numbers are high then there won't be room to dance. The menu will be a set 2 courses (with a vegetarian option if ordered in advance). It is a modern village hall in lovely grounds and down a narrow lane past the old village houses. For noise reasons we have to depart quietly before 11 pm.

Sunday 21st July

Meet again at Sturdys Castle (probably about 10 am) for either a short convoy drive through the villages, or if possible through Oxford. The city centre is normally closed to traffic, and it will be something of a miracle if they let us through. Gates will have to be unlocked on cobbled streets. We are halfway towards an agreement for a limited number of cars - so book early. During the latter part of the morning we arrive at Blenheim Palace. You can enter by any of the gates and there will be a map and signs to direct you to where we are to park. We can picnic by our cars, when the judges will be going

TOC Annual Rally 19-21 July 2002



round. The prizes will be awarded during the afternoon, and the meeting will break up at about 4 pm.

COSTS

- Administration - £12 per car for 2 or 3 days, or £6 per car for Sunday only.
- Saturday entry to Cogges Farm and the Bus Museum - £5 per person.
- Saturday evening meal (and entertainment) - £18 per person. Reductions for children will be announced later.
- Entrance to Blenheim Palace must be paid directly on the day. You will have to pay £6.50 per car at the gates. It is well worth going round the palace: this currently costs £9 per person, but the driver gets in for £2.50.
- You must book and pay for your accommodation yourselves.

ACCOMMODATION

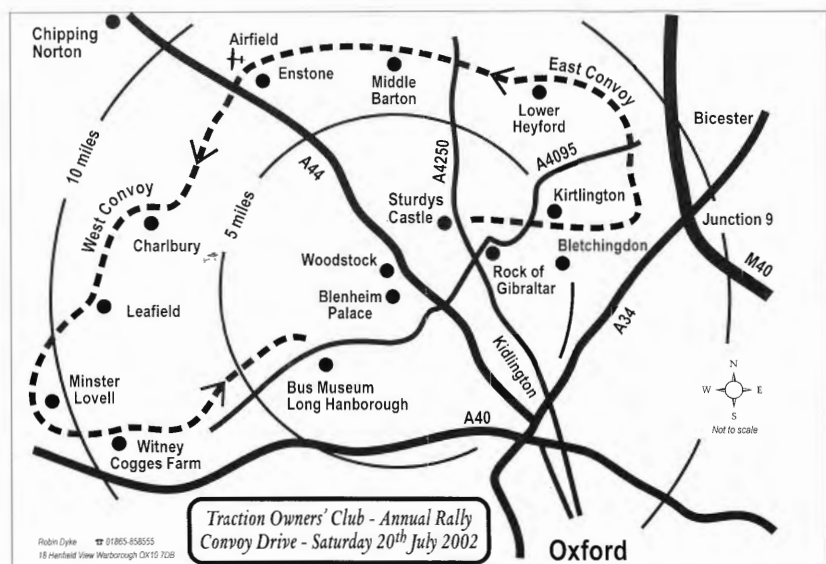
Most hotels, guest houses and B&Bs are within 5 or 6 miles. There is a good 3-star campsite just 2 miles down the road from the Rock of Gibraltar at Bletchington, and there is a rustic campsite just behind the pub (but which may be upgraded by next July). A list of accommodation is available ready for posting, or it can be attached to an email (in Microsoft Excel format). The

prices per night are best guesses for next year, for 2 people sharing a twin or double room and having breakfasts. They range from £50 for a farm or a guest house B&B, and from £60 to over £120 for B&B at an hotel. A four-poster at the Feathers in Woodstock is £220 (if the Americans haven't booked it first). Some places have a choice of sizes and can accommodate children. Some have conditions like you must book for Friday and Saturday. Early booking is strongly advised.

ACTION

Please contact Robin Dyke as soon as possible to register your intention to attend. We need to know the number of people, and preferably their names. Also details of the cars would be appreciated. If you can only come for part of the weekend, please specify. Do not forget to include your address, telephone number(s) and/or email address. Information packs are almost ready to be posted. Do not send any money yet. The formal application form will be in the next issue of Floating Power, and you will be asked to pay then.

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





17th Brittany Rally 2001

By Pam Hutton

Wednesday, 11th July

At the New Country Inn on A38 about 5 miles east of Plymouth we met with Pat & Paul De Felice, Janet & Tony Latchford and Linda & John Osborne. Bonnets up in car park, girls to the bar. Richard's speedo cable having already broken with no replacement, John's regulator causing too much charge into battery, it was green (Mohican) nail varnish to the rescue. A pleasant meal in congenial company but Paul's jacket potato never arrived!

On route to 11.30pm ferry from Plymouth to Roscoff, Paul & Pat picked up Pete Simper's cousin, Shirley to join Sue and Pete at the start of the rally.

Coupled with a rough crossing on an antiquated Brittany Ferry which was ready for the knackers yard and a cabin below the car decks with no facilities (through booking too late), all made for a potentially nightmare crossing but the Huttons were so tired they didn't care. No sleep though for Pat and Linda.

Thursday, 12th July

Rain welcomed us for our first camping trip to Brittany. The ferry docked on schedule and four cars departed Roscoff at 6.40am for Carhaix, the starting point of the rally, en convoy. With typical French logic, the roadwork directions on the motorway sent us past our turn off and doubled us back up the same road to find our turning to Pleyber-Christ. We breakfasted in Huelgoat with Linda and John, having lost the Latchfords and De Felices some way back through a petrol stop. Of all the cafés in the town, we chose the only one where we had to go out to buy our croissants to eat with our café au lait. The ceiling to the café was liberally plastered with football club scarves and shirts from all over, obviously the place to be.

The start of the rally was at Citroën Rocade Sud Auto at Carhaix where we were made welcome with cake and a serious cup of

coffee. At 10.10am and still raining, 30 cars departed for Roscoff, via Huelgoat supermarche for supplies for our first picnic at Brasparts. After three sessions of breakfast (ferry, Huelgoat and Carhaix) not surprisingly no-one in our car was hungry when we stopped for lunch, however, we did manage a glass of wine! The lunch venue was an art gallery at Brasparts where we were allowed to picnic in style on the floors – different! During a two-hour lunch break there was time to catch up with old friends and check out the beautiful fayre at Le Ferme des Artisans. The fog and rain had gone when we resumed our convoy to Roscoff. Bright sun now presented us with clear and extensive views. We arrived at Roscoff at 3.30pm for the second time in one day, for a welcome pit stop and stretch of legs before catching the 4.30pm ferry boat to L'île de Batz where we were let loose for two hours to investigate the island. Several of us walked together to find the exotic gardens but, once found and with only half an hour to closing, we decided to head back to find a bar for a well earned drink! Meanwhile, the boys (Peter and Gav) found the thought of walking far too strenuous and took out a couple of bikes to do their own tour. Boys will be boys, still you missed out on the drinks lads!

The day's busy schedule left very little time to get us to the campsite and set up camp let alone finding the wash/shower facilities and change for dinner. The venue for dinner was the very smart Le Gulf Stream hotel which provided good cuisine and a happy atmosphere. Linda O and Pat de F (the not-so-happy campers) were determined to merry the night away in order to cope with the 'campings'. Hiking through the woods for loos and showers, then trekking to another building to wash one's hands was not a bundle of fun! However the Hutton's new tent worked well.

Friday, 13th July

An early departure from the campsite to meet at the assembly point down town Roscoff for 9.00am for another action packed day. Patrice's claxon alerted us to departure about 9.20am in the direction of Morlaix and Lannion for our supermarche stop. We arrived at Pleumeur-Bodou, the home of the Planetarium and French Telecom Museum (musee des telecom) at 11.30am. We picnicked on site early in order to visit the Planetarium at 12.45pm. The performance of our universe and, in particular our solar system, was displayed in the dome of the theatre with the audience relaxing back into reclining/swivel chairs. It was an outstanding experience, though for many was an opportunity to catch up on some sleep! Next stop was the Radome which was the centre point of the new Musee des Telecoms. This tour was guided by an eloquent English speaking Frenchman showing us some of the impressive exhibits from the Chappe Tower to the satellite tracker. The Radome (a massive white spherical projection on the skyline) houses the original telecom satellite receiver as a centre piece for a very impressive laser/sound display graphically illustrating the origins and progress of the telecommunication system worldwide. As if all this was not enough, there was the Village Gaulois carefully created of the time of the Vikings with many games and things of interest for the young and young at heart. Others just relaxed at the side of the lake feeding the ducks.

We left here at 5.00pm leaving us plenty of time to take in the breathtaking views along the coast road through Tregastel and Perros Guirec and on via Penvenan to Plougrescant, where in a somewhat small designated area we pitched camp for the night. Alleluia, all amenities under one roof with hot showers. Suitably refreshed we set off for dinner at "Le Printemps" in Penvenan where we met the hotel



contingent and some camping "deserters" looking somewhat more refreshed and contented, already with drink in hand.

A really entertaining evening started with kir, then another, then another, followed by an excellent meal with timely breaks between courses in true French tradition, all washed down with plenty of wine. This year the French really took the reigns on the entertainment front, (with just a little help from Bernie and Alex) with two extremely funny sketches and this doesn't include the patron's persistent pet goat who certainly kept the children amused.

Saturday, 14th July (Bastille Day)

Such frivolity last night was to pave the way to some frailty this morning. Departure came all too quickly as we set off via Paimpol and Plouezec, taking a slight detour to capture the delights of a superb black 6-cylinder Roadster which was found lurking in the forecourt of a rather run-down garage, it was reputedly gifted to Queen Elizabeth II by André Citroën and now owned by a perfume tycoon. Lunch was at Binic, courtesy of Les Palmiers campings where facilities were laid on for a do-it-yourself barbecue. A very leisurely three hour lunch in the sunshine, plenty of time to eat, drink, wash up, swim, play table footie and still have time to wash the car! Then on via St Brieuc, Pleneuf to Cap Frehel where we endured yet another enforced stop. With so much time spent doing very little frustrations were running a little high so a breakaway group set off for St Malo, our destination for the day, ahead of the main group. As we climbed out of Cap Frehel beautiful views were to greet us on our way to Matignon and Ploubalay and on to St Malo.

Our last campsite was cosy for the tents, shame about the cars, however the ablutions were easily accessible. The intention had been to eat al fresco with a hog roast, but due to forecasted high winds and heavy rain, a local hall had been tastefully transformed by the caterers to accommodate us for the evening. Pete Simper, the Brits' sole entry for this year's entertainment, was warmly welcomed with his rendition of a Dolly Parton, 'plus tassles', number (nice legs Pete!). The French again had us all in stitches when three French young ladies hand-picked three of our lads to assist them in inflating their balloons with air bed pumps. Each lady was to attempt to pump up her balloon by bouncing up and down on the lap of the unsuspecting men folk who were sitting on the pumps. Not a pretty sight, but hilariously funny. The Huttons, keen to catch up on some sleep, departed the throng of happy people who were French country-dancing to the music of a very able accordionist; only to take a wrong turning and get lost. The skies opened and the forecasted rain bucketed down and we were still lost. We were to turn up at the

campsite last and behind a melee of cars, "abandoned" when the heavens opened. We did sleep well in spite of the rain!

Sunday, 15 July

The rains stopped early enough for our lightweight tent to have dried out but a 9.00am start was hard-going and we were almost last off the site due to the repercussions of the of the "parking rush" the night before. Not to worry though, 5 minutes up the road we had an hour's stop at the Supermarket while the outriders searched for Patrice. Still this gave some of the British contingent time to decide on lunch, sans pique-nique; moules on the coast seemed favourite.

The convoy into St Malo had broken somewhat by the time the Mystere de la Mer (Aquarium) in St Malo was reached. We had to go search for petrol for the final leg into Rennes. This done we reached the car park to find the majority already inside the Aquarium complex.

The aquarium was a wonderful experience, superbly displayed in a new purpose-built building. Everything you can imagine and more! No flash photography though and Bernie stepped into his own by masterly "commanding some respect" for the rules over a bunch of unsuspecting British kids! And Pat de F.... well Paul wouldn't believe it, she joined us in a submarine! After experiencing the delights of the aquarium itself, we were treated to a presentation in the cinema on the under water world, in 3D which was fun.

Outside, the weather was lovely, and it was soon time for our moules and frites. After some discussion, Martin thought the restaurant was this way, pointing to the map, well we soon got lost and went that way, promptly splitting the Huttons up from the rest of the bunch. However, we found a lovely little restaurant just off the

seafront where we were able to partake of the local cuisine outside in the sun, just a few steps away from the hotel where Alec and Carol were staying. We found them there later on our way back to join the main party. Needless to say, there was plenty of time before the actual departure for the final leg of the trip, so Peter and Gav (both 16 and champing at the bit to get their licences) had time to try out their driving skills in the aquarium car park with some proper cars!

At this stage, some of the cars were departing in different directions having reached the end of their particular Brittany trip, so it was farewell to them an onward to Rennes for the rest of us.

However, this was to be an eventful trip for us as the Huttons and the De Felices swapped cars so that Richard could drive Paul's car in which he had recently installed a 4-speed 'box and more powerful DS engine. Well, we felt like royalty with every other car acknowledging us in 'our' smart white Light 15, erstwhile winner of the concourses!!

Destination Les Halles, Place des Lices in Rennes was reached in great style and the party parked up in orderly fashion; well at least all facing the same way, to an appreciative audience. It was hot and sunny and presentation of commemorative gifts was uncustomly speedy.

'Tis always a sad time, after a fun three days having to say farewell to so many friends. However, for several of us; those staying on for another week or going back home via Caen, the fun wasn't over. Pete and Sue Simper had invited us back to their cottage and coupled with provisions from Martin and Vicki who live 20 minutes away, did us proud for supper before the cold and sleepless night ferry home. Couchettes are out!

With fond memories of a well organised and interesting trip, we're looking forward to 2002.





ICCCR USA - Shipping of Cars

12th ICCCR - Arrangements for the Shipping of Cars

20th December 2001

Dear Citroënistes,

I would like to thank everyone for their letters and e-mails of sympathy and concern regarding the tragic events of September 11. It is important to know that we are all part of the same world community and share in our sorrow for the lives lost as a result of September 11. Your words of encouragement have made it clear that the 12th International Citroën Car Club Rally will go forward and be celebrated on August 9,10,11, 2002 in Amherst, Massachusetts, United States of America. It is with great pleasure that I would like to announce the shipping formula for participation in the 12th ICCCR.

Our first concern was that the cars would be handled in a secure and professional manner and that you would be assured of this. To this end we have partnered with Gefco, the #1 shipper of Citroën cars worldwide and Mitsui one of the world's premier shipping lines to provide a professional shipping solution.

The Cars will be shipped from the port of Le Havre to Port Newark, New Jersey. The port of Le Havre was chosen based on cost and the assured professional handling of your vehicle. Citroën will provide technical assistance during the loading of your car onto the ship. Citroën and Mitsui will personally train 10 dockers in the handling of the cars and it will only be these 10 highly trained dockers who will drive your car onto the ship. Gefco will provide security and free storage of your car while it is in Le Havre waiting for shipment.

While we did entertain shipping from other European ports the decision was made to concentrate on Le Havre for the following reasons.

- 1) The safe and secure handling of your car by people familiar with Citroëns.
- 2) The availability of Citroën personnel to assist in the loading
- 3) The lowest port charges of any port in Europe thus reducing your cost.
- 4) Free storage of your vehicle while it awaits shipment.

Your vehicle can be dropped off at the Gefco facility at Le Havre, weekdays, from June 20 to July 15 thus making it possible for you to deliver your vehicle from anywhere in Europe and profit from the reduced shipping costs. The cars will arrive in Port Newark and be available for pick up on the following weekdays: August 5,6,7,8. Port Newark is on the New Jersey side of New York Harbor and is adjacent to Newark International Airport.

Mitsui and the ICCCR will also train 10 dockers in the handling of the cars and again it will only be these 10 highly trained dockers who drive your car off the ship in Newark. Gefco has arranged security and storage with the top automobile importer

of the port. Their operation is flawless and their reputation has been earned with over 45 years of experience in handling and preparing fine automobiles for import and export. They currently import Jaguar, Saab and Volvo into the United States and their personnel are fully versed in the handling of Citroën Cars.

The Port Newark facility is a short taxi cab ride from Newark airport. The booking form will request for you to state the day upon which you will pick up your car. If we find that the number of people who wish to pick up their car on August 7 and 8 warrant it we will provide a reception area at the Newark airport Sheraton and shuttle bus service from the hotel to the dock where your car will be waiting.

You may return your car to Port Newark from August 22 to August 30 for a return trip to Le Havre during the first week of September. Your car would then be available for pick up in Le Havre from September 23 to October 7. Cars in the second sailing may be dropped off at Port Newark from September 3 to September 13 for a return trip to Le Havre during the third week of September. Your car would then be available for pick up in Le Havre from October 7 to October 22. In each case your car must be picked up within 15 days of the docking of the ship. Both the Port Newark and Le Havre terminals are open weekdays only.

No cars can be dropped off or picked up on Saturdays or Sundays. The cost for the round trip transport of a car less than 1.65m in height will be \$1,220. The price includes all paperwork and customs clearance. To further provide for the security of your car you will be required to insure the vehicle at the rate of 1.05% of the declared value of the car. For example: If the value of your car is \$10,000 the cost of the insurance is \$105. This insurance will cover the car from the moment you leave the car in Le Havre to the moment you pick it up in Port Newark. The same will be true for the return voyage. Cars and vans (excluding trucks) taller than 1.65m will cost \$1,450 round trip and Motorbikes will cost \$970 round trip. The same insurance requirements apply to these vehicles.

The ICCCR shipping formula is for round trip transport only. You will be able to pay for the round trip transport and the insurance with your credit card (Visa, Mastercard, American Express) by filling out the ICCCR shipping form. The payment by credit card facilitates the transfer of funds and lessens the paperwork involved and thus results in a lower cost for you. We are not asking for your credit card over the internet, the booking forms should be downloaded from the www.iccr.org website and faxed to the dedicated fax line of the ICCCR 1-617-742-6603, sent by mail or made in person at the ICCCR USA 2002 booth in the Citroën Village at Retromobile 2002.

Hotels and other accommodations in the USA can only be booked with a credit card, so a credit card is a must for travel in North America. These are secure transactions. Telephone and fax payments by credit card are the everyday method of business in the USA. Spare parts that you feel might be required during your stay in North America may be shipped in the trunk of your car. The parts must be for your personal use only and they will need to be itemized and valued. Any replaced parts need to be returned with your car. You must realize that you are shipping the parts at your own risk. The ICCCR assumes no responsibility for loss or damage, we suggest that smaller items are best carried with your personal luggage. No food, alcohol, personal goods, or flammable liquids may be shipped with the car. Please note that the car must be shipped with a 1/4 tank of gasoline or less. Anyone that does not adhere to the above requirements will delay the customs clearance of the vehicles and will risk having their car impounded by US Customs. You will need to check with your insurance agent to determine if your current automobile policy covers you in the USA and Canada. Zurich Passion has an agreement with insurance companies in North America to provide coverage at an additional premium. Assurance Generale de France writes policies which cover travel in North America and Mr. Lucien Bernard of the LDA Agency, 47 rue Vivienne, 75002 Paris, tel 01-44-88-27-27 can assist you with this policy. If your insurance company does not provide this service perhaps you should consider changing your policy to the above mentioned companies.

I am pleased to be able to offer such a complete and reasonable shipping formula for the ICCCR. To be able to make this offer and at the same time to offer the peace of mind that comes with knowing that your car will be handled by professionals and benefit from insurance coverage while in transit is quite a formula. I wish to thank Citroën, Gefco and Mitsui for their assistance in making this shipping package available to you.

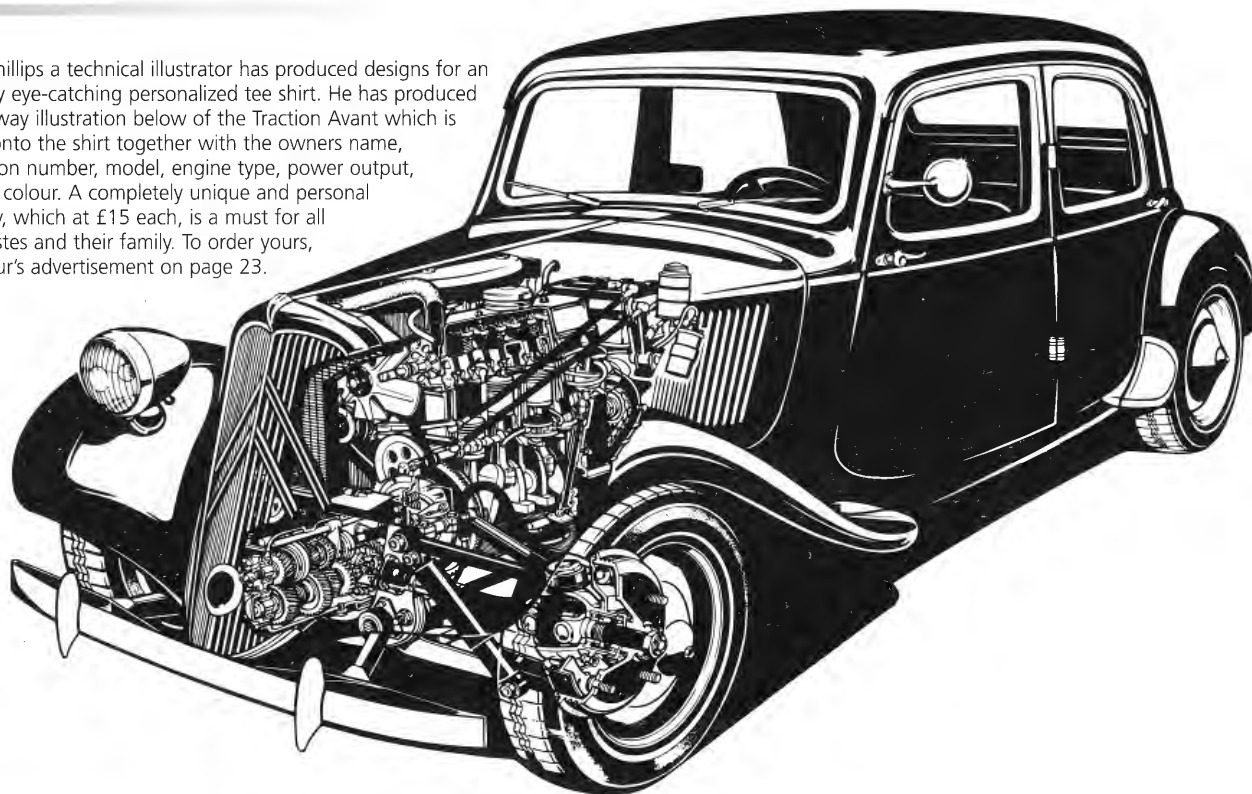
Sincerely Yours
Michael Cox, President ICCCR USA

Evidently Michael Cox has put in a great deal of work to make these arrangements for us and it is to be hoped that many of our Club Members will take their cars to the ICCCR. As I am a regular user of the Portsmouth - Le Havre service, I will be happy to assist any members who wish to contact me, and if a number make arrangements to cross on the same date, I could probably arrange transport back to the U.K.

Please reply to: David Conway at: ConwayCV2@bigfoot.com
(Other Email addresses may not connect).
or Graham Pitcher at: HedleyGraham@hotmail.com

Cutaway Tee Shirts

Arthur Phillips a technical illustrator has produced designs for an extremely eye-catching personalized tee shirt. He has produced the cutaway illustration below of the Traction Avant which is printed onto the shirt together with the owners name, registration number, model, engine type, power output, year and colour. A completely unique and personal accessory, which at £15 each, is a must for all Tractionistes and their family. To order yours, see Arthur's advertisement on page 23.



tocshop

**TRACTION
OWNERS
CLUB**



Club Grille Badge

£20.00

inc UK postage & packaging

ITEM

ITEM	PRICE £ sterling
Ties Traction Design (Green or Blue)	£8.00
Plaque Agence Citroën	£18.00
Traction Thermometer	£33.00
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
Mugs with Traction Decoration	£1.50
Ball Pens TOC Motif	£0.60
Poster Les Traction	£2.50
Poster 3D Traction	£2.50
Poster Traction Avant (bas relief)	£2.00
Greetings Cards (pack of 5, without envelopes)	£1.00
Sports Shirt TOC Motif (S. M. L. XL.)	£14.00
Sweat Shirt TOC Motif (S. M. L. XL.)	£15.00
Tee Shirt TOC Print (S. M.)	£6.00
Tee Shirt TOC Print (L.XL.)	£7.00

MODEL

Autosculpt Traction (pewter like finish) £4.50

A range of hand made Hallmarked Silver Items. Silhouette Traction 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.



Please send orders to:

KEITH FEAZEY

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



tocsection scene

Scottish section

March 15 - 17 2002 - Although driving events are over for the year we are already starting to plan next year. The CCC Scottish Section will be holding their annual dinner dance/social weekend in Perth over the weekend of Fri 15-Sun 17 March 2002. This time we are returning to the Jarvis City Mills where they are offering a special 2 night rate of £110 per couple for B & B Friday night and dinner-dance, B & B Saturday night. Saturday night only is £75 per couple for dinner-dance, B & B Alternatively you can book the dinner-dance only at £17.50 per person. For more info call Andy Burnett on 01339-886290, or book direct with the hotel on 01738-628281 (quoting Citroën Car Club) We look forward to seeing you all there.

If any of you are still strangers to the art of "surfing the net" I can assure you that it's well worth going through all the initiation processes - when there's a foot of snow outside the door you can still enjoy reading about other folks' Traction exploits on the other side of the world or as I have just done take enormous pleasure in booking a £20 return flight to Paris with Ryanair for next February! As you are no doubt aware this "just happens" to coincide with Paris Retromobile which is guaranteed to keep any Tractionist happy for the weekend (combined with an hour or six in Harry's Bar). At the same time the ladies somehow manage to find a few shops to keep them equally content!

While on the subject of things practical, I recently fabricated a "booster fan" which can be easily fitted and removed from any Slough car with a heater pipe from the radiator. It's basically a 120 mm. 12 volt brushless fan (cost around £15) mounted on a home made tapered back-plate with a 65 mm spigot which pushes on to the outlet in the bulkhead. With the fan connected up you still get a good flow of air into the car whilst not moving. I prefer to combine its winter use with a radiator blind in order to keep the water temperature higher.

5 May 2002 lunch run, start as usual, Caithness Glass, Perth

I am sure that by the time this epistle reaches your breakfast table Hogmanay will be "but a distant memory", so here's wishing you all a happy new year and safe tractioning.

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

West of England section

December 2001

The final event of the year was lunch at the Tudor Arms, Slimbridge on Sunday 14th October and a visit to Berkeley Castle in the afternoon. We had the best turn-out of the year with 9 cars on a glorious autumn afternoon. I am not sure how many actually made it to Berkeley Castle but it made an excellent conclusion to the year's events.

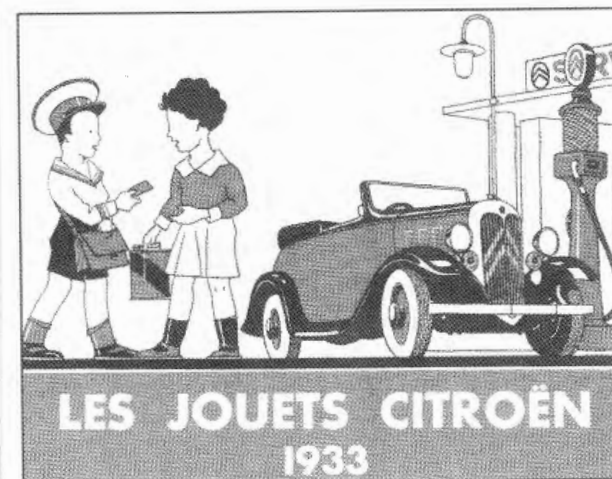
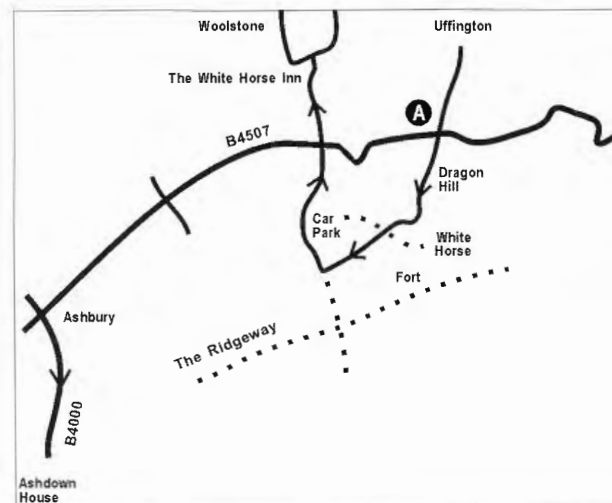
I will be sending out more event details to the West of England Section but if members from other Sections would like to join us, please give me a call or send an e-mail and I will supply details. Whoever turns up we will be looking for good ideas for the year's activities!

John Ogborne, 01749 870501, 07801 337187, jogborne@cs.com

South Midlands section

April 27th, 2002 - The Spring meeting will be in the Vale of White Horse on Saturday 27th April 2002 between Swindon and Abingdon, and not too far from Wantage. We start at any time before 11 am at the small crossroads marked "A" on the map near Uffington. There is a signpost to a disabled car park. Please note this is not other crossroads which we will pass on the way down (which is signposted to the White Horse car park). Be prepared to negotiate narrow lanes with hairpin bends and steep slopes. We go up Dragon Hill and there should be a photo opportunity near the small disabled car park on this one-way section of the route. We should all meet up eventually in the main car park. The walk to see the White Horse (about 300 metres) is quite invigorating, and the views are spectacular. Cars are no longer allowed on the Ridgeway. 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 Ashdown House. There are deer in the park, and tours of the house are hourly at a quarter past the hour. We may have to split into 2 groups. I need to let the pub and Ashdown House what numbers to expect. Please let me know if you can come, and I will send you more details.

Robin Dyke Tel: 01865-858555 Email: jrobindyke@cs.com



toc correspondence

TO MOULE OR NOT TO MOULE

A few suggestions to Alec re his tap / die translation query and the "mystery word".

I am no engineer, but my dictionaries confirm to me that the usual translation of "die" is "coin" (which can also mean wedge or corner) or "matrice". A "tap" as a technical term is usually "un taraud". Other technical words denoting a tool used to make shapes or indentations include "forme" or "mandrin" (really a punch) or even "un moule" (a mould), as in "un moule à compression". Take care however not to ask for "une moule", as they are the edible variety and are best consumed "marinière" !

Gordon Harrison, Guildford, Surrey

TECHNICAL ASSISTANCE

Having been a member of TOC for several years, and being extremely delighted to have been. Also the extremely valuable assistance and advice received on many occasions. I felt it my duty to offer a little assistance (in return) to Alec Bilney in his quest for a little knowledge of that wonderful language 'French' in particular to the translation of the words Tap and Die.

Although I am possibly more interested in how he was able to 'con' a 'French cousin' of mine to part with his 'Equipment'.

Having always remembered the words of my school teacher who continually quoted the words of B.F. Skinner, I repeat "Education is what survives when what has been learnt is forgotten".

I offer the translation of the words in question:

Tap: "Un Tourne" - thus un tourne à gauche - is a left hand thread tap. Equally - un tourne à droit - is obviously a right hand thread tap. "Le tourne à gauche/droit avec clef means the complete assembly i.e. tap and its spanner.

Die: "Un filière" obviously the above in relation to gauche or droit also applies. Equally, "un filière brisée" means the die and stock/spanner.

The observant members will note that the Tap spanner is a Clef but the Die does not use a spanner but a Brisse (Stock).

I sincerely hope that I have offered the explanation to the satisfaction of Alec and any other member so interested. I sincerely hope that I have not confused the issue.


I possess a pre-war 11BL LHD. I would be grateful for technical advice in relation to these cars and helpful tips that would save me disturbing certain UK members (Jersey is devoid of 'connoisseurs' of our beloved Tractions).

Brian Follain, Jersey

FRENCH LOGIC

In the November issue of 'Floating Power' Alec Bilney told us of his good fortune through a chance meeting with a Frenchman to acquire a pair of dies suitable for cutting Traction drive shaft threads. To answer Alec's question, the French word for tap is 'un taraud'; a die, with typical French logic, is 'une taraudeuse'. The masculinity and femininity of their respective genders make perfect sense. There is also a tool called 'un tour à fileter', which is more generic and simply means a thread-cutter. Anyway, Alec I'll know where to come for your recently acquired taraudeuses when the need arises.

David De Saxe, Wiltshire

 Looks like Alec's question has unscrewed a 'can of worms'. Sorry - I mean a can of words! Ed

PROPOSED PAGES ON TOC WEBSITE - CARS FOR SALE

It has been suggested that a group of pages on the TOC website could be used to help members advertise to sell their cars. This site can be accessed by anyone in the world, and so the chances

of selling a car are much greater than just advertising in Floating Power. There must be hundreds of browsers who chance upon our pages and are tempted into owning a Traction. This is good for them, the vendors and the club.

But such a scheme brings the problems associated with nuisance contacts. I (and I am sure many other members) already get calls from dreamers who live in country X, and want to buy a car in country Y, and wonder if they can get spares and support in country Z.

Anyone who wishes to advertise a car on our website must decide if he wants to display his telephone number or even just his email address. And then he has to think through how he is going to handle the responses. I would suggest asking for email giving the sender's telephone number and address.

However I think it is a good idea, and so if anybody wishes to send me details of an advert that could be put on our website, I am prepared to arrange for it to be set up. The text could be approximately the same as in Floating Power, but a picture would be useful (a small picture in .jpg format). I am happy to exchange emails (or telephone calls) with the advertiser to sort this out. I would ask that the adverts are taken down as soon as the car is sold.

Robin Dyke, Email: jrobindyke@cs.com, Tel: 01865-858555

CLASSIC CAR SHOW 10-11 NOVEMBER

I recently visited, for the first time, the Classic Car Show at the NEC. My overriding impression of the show was of friendliness of the people manning the Club stands. Without exception, they were most hospitable and keen to chat about their particular cars. None more so than those people on the Tractions Owners stand, which I thought was probably the best display at the show.

While I was there I took a number of photographs. Although I am not a member of the TOC I am in the Citroën Car Club (Scottish Section Secretary) and as such have a keen interest in the Double Chevrans!

Ian Watt, Glasgow



tocdiary

2002

- March 15-17th Scottish Section Dance/Social Weekend**
Perth. See Section Scene for more details
- April 27th Vale of the White Horse**
Meet at 11am on Dragon Hill. *Contact Robin Dyke for more information. Tel: 01865 858555*
- May 5th Scottish Section Lunch Run**
Start: Caithness Glass, Perth. *Contact Kenny Cocker for more information: 01821 650436*
- May 25 - 26th 10th Annual Citroën Irish Rally**
County Down on 25th and 26th May.
For more details phone Michael Wood on 02897 528221
- June 14 - 30th The Midnight Sun Tour**
Response from TOC members to partake in the trip to Norway has been good, any member wishing to join in should contact me immediately on 0115 911 8218 for full details of the trip and also ring 0191 296 1313 for a Fjord Line Ferry Brochure as bookings are now being made. The ferry travel details are; depart Newcastle on Friday 14th June at 18.00hrs, arriving in Bergen on Saturday 15th June at 15.30hrs. We will return from Stavanger on Saturday 29th June at 23.55hrs, arriving in Newcastle on Sunday 30th June at 16.30hrs. Members will need to contact me prior to booking the ferry in order to obtain the code for discounts. *Moirra and Mick Holmes 0115 911 8218.*
- July 14th Brittany Rally**
Contact Tony Latchford for information Tel: 01245 328009
- July 19-20th TOC Annual Rally 2002**
The TOC Annual Rally will be held in Oxfordshire. 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*
- Nov 9th-10th International Classic Car Show - NEC Birmingham**



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

1940 Traction Avant 11BL. Reg: OJC 650. Paris Built during German Occupation. Rare History. Prewar body with Louvred bonnet. 5 Pilotes (Inc Spare). Ivory coloured. Rare "Volants Quillery" Steering wheel. 12V converted. Starts on the "button". Very Good all round condition. MOT'd, taxed. Splendid Runner & old friend. Owner often out of the country and a new baby too means my car is now being ignored and needs a better owner than me. **OIRO £7,000.** Phone Nick Mackintosh on: 01738 553342 Home (Perth) or 01372 867525 Work (Algeria). Note - I work 1 month away / one month home so will be at either of the above numbers. Try home first!

1948 Legere bodyshell in primer completely repaired including new floor and sills, carefully sandblasted including doors, take the pain out of your restoration all the nasty jobs done, **£1,500 ono.** Front cradle c/w hubs and drums fully restored with new CV driveshafts **£500**, rear subframe restored **£150**, 4 good wings in easily repairable condition **£250** many other bits available or as a complete project with most mechanical bits **£2000** ideal basis for a top notch car. John Worthing 01584 831239

1953 Normale with M.O.T. and in good general condition. Substantial work undertaken by Dennis Ryland in 1998 included rebuilding doors, stainless steel exhaust and bumpers etc. Much loved but little used, so it's time she went to a good home. Would consider swap for DS in good order. **£5,000 o.n.o.** Chris Nichols, South Devon. 01803 732 256

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 exhu, 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 knowledgable 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.

PARTS FOR SALE

Big Six parts, mostly from French built cars:

Inlet manifold, starter motors (6v and 12v), dynamo (6v fully rebuilt & unused since, with fan), gearbox (looks knackered but casing OK), engine complete (not cracked) plus additional cylinder head, NSR wing, NSF door, front and rear axle, brake drums, driveshafts, tailpipe (original, flat outlet), radiator, grille (poor), 4 v. good 185 x 400 Michelin X's, new head gasket, various interior and small body fittings eg hubcaps, spats etc. Would prefer to sell as a complete job lot for £500 but would consider splitting. Tel. Steve Kemp on 01162 597309 or E-mail skemp.kemex@virgin.net

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.

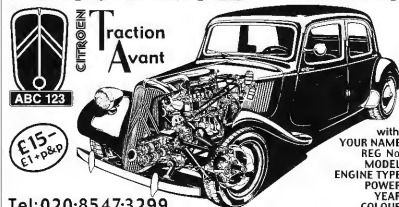
New & Boxed. **£20 each.** Plenty of other Traction bits at reasonable prices. David Boyd Tel: 01527 892134.

WANTED

Paris-built Normale 11B. Small boot. Must be in good overall condition and a good runner. Would consider either original or restored vehicle.

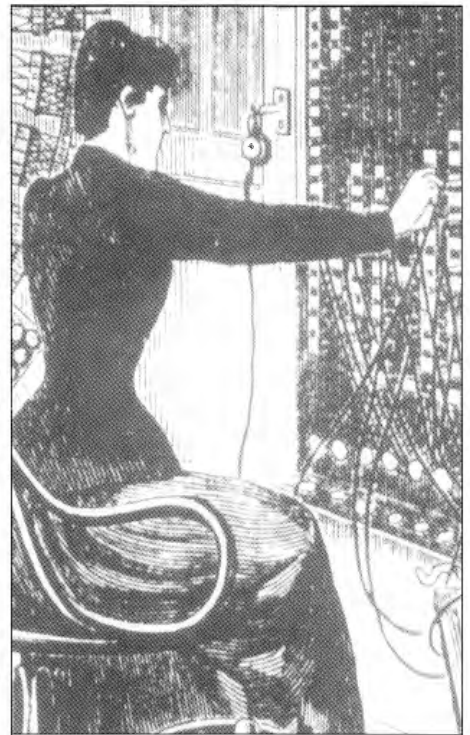
Contact Leo Quinn (Pontefract) 01977 620116

PERSONALISED T-SHIRTS



Tel: 020-8547-3299

Cutaway Illustration - Printed front & back with Your Name, Registration & Spec. to view fullsize go to: www.graffitees.co.uk



tochelpine

0870 012 2002

from abroad

0044 115 911 0960

South Wind Heaters

Have you always felt that the Tractions' original so-called heater was a bit inadequate? Why not install a South Wind gas heater and drive in comfort? They are easy to install and have an attractive Art-Deco look that fits perfectly with our cars. South Wind heaters were originally created by the Stewart-Warner company for American cars from the thirties to the fifties when factory heaters didn't exist or didn't work very well when they did.

Over three million were sold and they can be installed by any competent mechanic in any front-engine six volt car (and will work with twelve volts if you use a converter).

They work by burning gasoline (petrol) vapour under a vacuum so leakage or fumes do not occur. They are totally reliable and look and work great! (I have one in my 1954 Belgian-built 11B and it works well in our Canadian cold weather) The heaters that I sell are rebuilt using N.O.S. parts and are refinished using colours as close to original as possible.

Each unit is tested and comes with the parts as supplied by the factory that are needed to install one in your car.

Each heater comes with an installation template, an original instruction manual and the gasoline pickup tube that goes into the carburetor. Also included are Traction-specific instructions. Because all cars are different, an exhaust line isn't supplied but can be fabricated out of 5/16ths copper tubing available at any auto or hardware store or better yet, a braided stainless steel flexible line that can be made up at any hydraulic shop.

For comfortable, efficient heat in your Citroën install a reconditioned Stewart-Warner South Wind heater!

Price is \$200.00 Canadian funds plus shipping for a rebuilt heater ready to install.

Contact Larry A. Lewis for further information 1-416-537-1177

e-mail- llewis@royalsunalliance.ca

