

february/march | 2002

Floating Powers



toc contact



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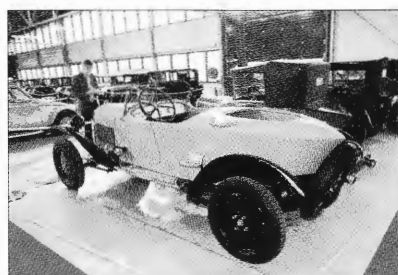
This month's issue features another report on Citroën's new venture: *Le Conservatoire*. Following Chris Goffey's report, Julian Marsh has submitted his views and is seeking comments from members which he will collate and forward on to Citroën. The possibility of applying a bit of pressure to open the resource to car club members is an admirable one and one which we should support. I hope many of you will make your views known. (Perhaps you have all been so busy already composing your letters after Chris Goffey's report that we have no correspondence to print this month!) I look forward to hearing your views too.

Also in this issue (page 21) is a selection of the list of spares which have been obtained by the club from South Africa (full list & prices next issue). Steve la Roux has been a Citroën enthusiast for years and had accumulated an enviable stock of parts which he needed to dispose of. We are fortunate that some members of the committee have been able to visit South Africa on business recently and we are grateful to them for finding time in their busy schedules to visit Steve and check out the offering. There are many items which are becoming scarce to suit Slough built cars in particular and this has been a great opportunity for the TOC. The container is on its way and will dock in the next few weeks. Once it has arrived and been catalogued, then a special one-off sale will be announced.

A varied programme of events is planned for this year at local, national and international venues. The organisers look forward to meeting and welcoming new members and promise an enjoyable season of Tractioning. So make contact soon and book yourselves on to your favoured event.

Copy date for next Issue: April 10th 2002

Front Cover



Another image from
Le Conservatoire

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Chairman's Note

March 2002

Paul De Felice

The South African spares we are purchasing have now been loaded into a container and are on the high seas making their way to the UK. The shipment should finally arrive by early/mid March.

We are currently extending the racking and storage facility at Chichester where soon we intend to hold an open day for members to come and buy.

We are publishing in this issue of the magazine a list of the new/second hand parts available and in the next issue we will publish the prices at which the parts can be purchased.

It has taken over 15 months to reach settlement of the deal which we have all looked forward to and my thanks go out to Tony Hodgekiss, Steve Reed, Bernie Shaw, Roger Dyer, Peter Simper, Chris Treagust and John Gillard who have all played their differing roles in the negotiations on behalf of you all to help you keep the cars rolling and achieve a once in a lifetime opportunity.

At the moment we have 5 major rallies running which you are all welcome to attend which makes this a bumper year for events and rather exceptional in the venues being visited.

Good luck to all of you and enjoy the forthcoming season.

toccommittee

March 2002

Membership

Since my last report we have had 4 new members join the club - a warm welcome to you all from the Traction Owners Club.

Club Shop

We have decided to move with the times and are in the process of obtaining something new to the club shop: Baseball Caps with Tractions on them!!

Manufacture of Wings

Due to the arrival of numerous wings in the South African spares lot, coupled with the difficulties the manufacturer of the new wings is having producing the shape to the profile we require, the Committee has decided for the time being to shelve the project.

Pictorial Spares List

The Club still intends to produce a pictorial spares list. The spares sub-committee feel strongly that this is something the Club should provide to its members. A lot of the work has already been done and once the South African spares have been stored and collated it will be our primary project to produce this list for the members.

Volunteers required

The spares sub-committee would like help from members who have contacts with engineering companies who can assist in reconditioning engine components. Please contact the general secretary if you can help.

Annual Rally 2002

Robin Dyke has requested a team of volunteers to help put up tables at the Saturday evening venue and to marshal the cars/members over the weekend. If you are willing to help please contact Robin direct whose telephone number can be found on the inside pages of the magazine.

Chris Treagust has asked for help: Does anybody know of a source of Bendix brake pipes and copper gaskets which are both proving difficult to obtain. Please contact Chris Treagust direct if you have any information.

Finally, please note the new e-mail address for Chris Treagust: treagust@mgownersclub.net

New Members

1749 D.C. Bradley, Boston, Lincolnshire

1750 K. Rollason, Aldridge, West Midlands

1751 L.D. Rumbol, Colehill, Wimborne

1752 J.E. Herivel, St Helier, Jersey

2002 H-Van Rally

I wonder if any member would be interested in the following info. Last year at the NEC, we met gents from Le Cube Utile, H-Van specialists and as this year celebrates 55 years 1947-2002 they will be having 55 H-vans at this year's Rally: Friday 10th May to Sunday 12th May 2002. This is being held at the Melplash Cricket Ground on the A3066 between Crewkerne and Bridport, Dorset. There are quite a few B+B's in the area and camping on site. All proceeds to JOSEPH WELD HOSPICE and for further details contact Simon of Le Cube Utile on 01308 488238 or www.hvanheaven.co.uk



Anonymous Report

In an attempt to reduce the number of river craft exceeding the 8 kph speed limit on the River Thames, the Conservancy will be introducing speed humps from the 1st of April.

FBHVC News

LEGISLATION NEWS

Compulsory Insurance Regulations

The March/April newsletter last year had a brief report about the Motor Vehicles (Compulsory Insurance) Regulations 2000. By means of Statutory Instrument 2000 No. 726 which came into force on 3 April 2000 without any consultation, the government changed the sections of the Road Traffic Act of 1988 (RTA) that deal with insurance requirements to cover not just roads but any public place. It achieved this by the simple expedient of amending the base legislation to read 'road or other public place' when previously it had simply said 'road'.

The aim of the legislation was to ensure proper compensation for innocent parties suffering injury or damage to property resulting from the use of a motor vehicle in any public place, not just on the highway. This followed a decision in the House of Lords in 1998 when an insurance company successfully argued that the term 'road' in the RTA did not include a car park.

Unfortunately, the simple means chosen to close this loophole has caused some difficult problems when it comes to using non-road registered/insured vehicles on private land that may be considered to be a public place because the venue is open to public access. Critical to this problem are definitions of 'vehicle'; 'public place' and 'use'. The worst interpretation suggested that it would be illegal to put a non-running vehicle on static display in a rally field unless that vehicle was insured to Road Traffic Act minimum requirements. FBHVC considers that it is essential that members of the public attending any event are properly protected, but could not accept this draconian interpretation of the revised legislation.

FBHVC has discussed the issues with the Motor Sports Association and had a meeting with the Land Access and Recreation Association (LARA), insurance specialists, and representatives of the National Traction Engine Trust. NTET is one of the 'authorising bodies' under the Motor Vehicles (Off Road

Events) Regulations 1995 empowered to authorise off-road events. NTET uses the very straightforward interpretation that 'if it is to move under its own power, it must have cover to RTA standard'.

FBHVC has also spoken to DTLR and continues to be in correspondence with the person responsible for drafting the legislation. From this very helpful dialogue, it has already emerged that vehicles on static display with brakes applied etc. do not come within the orbit of the legislation since they are not in use.

Driving licence and MOT requirements are not changed by this legislation. Therefore under age drivers, or those who do not hold driving licences, will be able to continue to drive their vehicles in 'off road' locations (e.g. arenas at show grounds and on rally fields) so long as there is in place a motor insurance policy and the driver is covered to drive the vehicle under the terms of that policy.

Likewise, vehicles which do not have current MOT certificates may continue to be driven in 'off road' situations so long as they are insured. It is important to point out that whether or not the vehicle concerned has an MOT certificate, it must be properly maintained. In the event of an incident involving a badly maintained vehicle, insurers could in theory recover the cost of any third party claim from the insured if it could be shown that the lack of maintenance contributed to the incident. Everyone has a duty of care when operating a vehicle and insurers expect vehicles to be maintained in a good mechanical state.

We expect to resolve other related issues during the course of our dialogue with DTLR and further news on this subject will appear in future newsletters. FBHVC is also talking to insurers with a view to setting up a scheme to provide members of FBHVC clubs with insurance to the necessary standard purely for off-road use.

ICCCR Update

At this moment there are 24 persons interested in undertaking the trip to the USA, these range from Scotland to the Home Counties including the Midlands and one requesting an info pack from South Africa. So far I have supplied all the registration forms to complete the trip to those who want them. Due to the proposed sailing from Le Havre, two members have dropped out because of the difficulty in getting to France Monday to Friday to place their cars for sailing. So far the cars range from a Roadster

to a Commercial with all of the other Traction in between. If anyone is still thinking of going, time is running out as there is still quite a lot of preparation required before leaving. I am going with Margaret to the Retromobile Show where there is a stand from the organisers of the ICCCR to help with any enquiries so I will have all the up to-date information for any interested parties.

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Le Conservatoire du Patrimoine Citroën

By Julian Marsh



On 28 November 2001, M Pierre Peugeot, Chairman of the Supervisory Board of PSA Peugeot Citroën and M Claude Sagnet, Managing Director of Automobiles Citroën inaugurated the opening of Le Conservatoire, "showcase of the brand's heritage" in Aulnay-sous-Bois.

In order to showcase the marque's rich and eventful history with a view to promoting the image of the brand by drawing on the company's heritage, Citroën has set up an association to co-ordinate Le Conservatoire.

Le Conservatoire houses more than 300 vehicles, 1,400 linear metres of archives and a host of parts and memorabilia relating to the history of Citroën in a total area of 6,500 square metres of which 5,000 sq m is devoted to vehicle storage, 500 sq m to archives and 1,000 sq m to vehicle maintenance.

The collection comprises four departments:

- the model range from 1919 to the present day
- styling studies, "exceptional Citroëns" and concept cars
- rally raids and racing department
- archives room and collectors' objects

The vehicles stored in Le Conservatoire include all the significant models - from the 10HP Type A of 1919 through to current models and including the 5HP, Traction, 2CV, DS and SM to name but a few. Many of these are present in a variety of versions.

The styling studies, prototypes and concept cars section includes models designed for

research into aerodynamics or streamlining in the period up to the outbreak of war in 1939 plus numerous other unique vehicles.

The sports section houses vehicles designed for racing, transcontinental expeditions and long distance rallies.

Archives

The archives section will include documents and objects donated by Citroën enthusiasts and original internal documents including drawings, illustrations, economic documentation and registers. These are currently being worked on and it is estimated that the task of fully documenting and archiving them will take two years. Highlights will include original signed drawings by Bertoni and contemporary posters, lithographs, pictures, films and books as well as a collection of mechanical and industrial parts, corporate furnishings, POS items, display material and miniatures.

Citroën describe Le Conservatoire as a "working tool whose main role is to help the women and men of Citroën to prepare the future of the Brand while drawing upon specific components of its past."

Work on Le Conservatoire started in March 2000 and was completed in November 2000.

That's the good news. Now for the bad

news. Le Conservatoire is not open to the public. Citroën do however state that it will lend vehicles "where necessary" to "Citroën's partners" to allow vehicles to be "displayed as part of events organised in France, Europe and the rest of the world." "Partners" is not defined, nor is "necessary". Let us hope that the company makes this easier to achieve than it did in the not very distant past. In 1999, I was asked to approach Citroën in France with a view to borrowing an SM "Breadvan" for show at the 2000 NEC Classic Car Show and Goodwood as part of the celebrations of the 30th anniversary of the launch of the SM. Initial responses were very favourable but then one obstacle after another was introduced and the proposal was abandoned.

It is not clear at this stage whether the company will allow organised tours of the facility - let us hope that they will and that the Club can organise such a visit. My request for clarification of this point has not been met.

Under the management of Xavier Karcher, the company attempted to distance itself from its past. In a country that seemed largely disinterested in its automotive past, Karcher got away with it. It did not matter that in Britain and the Netherlands there was outrage that the company destroyed unique vehicles; it did not matter that enthusiasts bemoaned the lack of direction and almost outright rejection of traditional Citroën values in vehicle design. The important thing was for the company to re-invent itself as a mainstream manufacturer of mainly mainstream products. And if success is measured by the state of the balance sheet, then this tactic was very effective.

Retro

But times change and so does the control and direction of the company. Perhaps because the baby boomers are now of an age when nostalgia seems ever more attractive, there has been a re-awakening of interest in the past and retro has become the latest school in industrial design - and particularly so in the field of automotive design. Volkswagen have enjoyed great success with the New Beetle; Rover has a range of cars with retro styling elements; Daimler-Chrysler has done so with the PT Cruiser, Ford with the new Thunderbird, BMW with its latest roadster



and of course MINI and Citroën's new C3 also contains more than a hint of the 2CV in its styling. Heritage is seen as another marketing tool. It would be nice to write that Messrs Folz and Satinet are to be congratulated for the new (or is it old?) direction that the company is taking but I find myself wondering whether this new-found interest in their past is genuine or whether it is no more than a passing fad.

Under Karcher's direction, the company destroyed a number of prototypes. Cars that really should have been kept in a proper museum languished in underground car parks in Paris. This at a time when he proclaimed that a company that denied its past deserves no future...

The acknowledgement that the archiving process will take another two years merely proves that the company neglected its heritage until comparatively recently and yet of all the automobile companies in the world, Citroën probably has the most of which it may be proud.

Enthusiasm

The recent interest in France's automotive past - and in France it is recent - is evidenced by the recent proliferation of clubs in that country. A few kept the light glowing during the Karcher era but Olivier de Serres, Fabian Sabatès, René Bellu and others in France were ignored by the company, or worse still, faced outright hostility. It was outside France, in two countries, the United Kingdom and the Netherlands, that the desire to maintain Citroën's heritage was the strongest. Even in North America where the marque has effectively been unavailable since the mid seventies, there are real enthusiasts who against all the odds have continued to keep old Citroëns on the road.

The phenomenal growth of the Internet has also undoubtedly had an influence on Citroën's decision makers. When I first went on-line in 1995, the first thing I did was run a search on "Citroën" and came up with seventeen web sites - I would imagine there must be thousands nowadays. At that time, none of the seventeen were official sites - they were all set up by enthusiasts. Largely due to French allegiance to Minitel, it was several

years before the French caught on to the fact that, like it or not, a (largely Anglophone) internet was here to stay. Belatedly, Citroën set up a network of official web sites - though it must be said that few of them are really exciting or even particularly informative.

But they cannot have been unaware of the genuine, worldwide enthusiasm for the products of the marque's heyday and what better idea is there than to cash in on it.

I sincerely hope that their purpose in setting up Le Conservatoire is honourable and goes beyond mere marketing. I hope that it is there to conserve the marque's heritage and its history.

Citroën has also stated that its Champs Elysées premises are to be the subject of an architectural competition and that once again, it will be used to showcase the marque. These prestigiously located premises are currently used as a restaurant...

My views on this whole affair are that Citroën should allow clubs and automotive writers access to Le Conservatoire and that the company should bite the bullet and create a genuine museum, open to the general public. In the meantime, perhaps the company would like to allow us a virtual visit on the internet.

If you have any views on this, feel free to add them to my on-line petition that can be found at:

<http://web.ukonline.co.uk/jr.marsh/feedback.html>

or e-mail me at jr.marsh@ukonline.co.uk or write to me by snail mail - I don't guarantee to respond but your views will be incorporated into a letter that I shall send to Paris. Please note, this is not a CCC or TOC driven initiative but a personal one. This means that it is not sanctioned by the TOC or CCC Standing Committee and the petition is totally "unofficial".

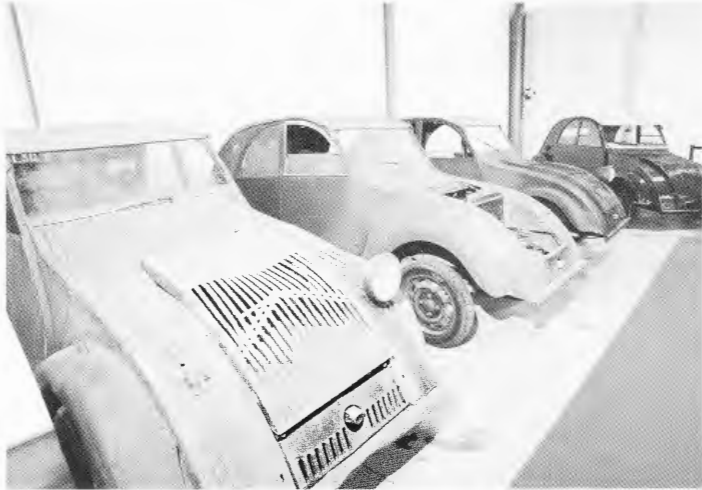
© Julian Marsh November 2001



2 CV - See the light again!

Thought lost long ago, these pre-production 2CVs now at Le Conservatoire, were only discovered in 1999. They were hidden away 60 years ago bricked up inside Citroën's old test facility at La Ferte Vidamme.

Photos from Julian Marsh.



Is it coming or going?

A photo from Gordon Robson taken in May last year near Clermont-Ferrand.

 Captions invited to the editor address.



toc agm

Meeting Opened: 1405 hours
Present: 32 members

Welcome:

Paul De Felice, Chairman of the Traction Owners Club, opened the AGM at 1405 hours. He thanked everyone for attending. The formal business of the TOC Ltd would be performed first, then the AGM for the Club. Copies of the agenda, accounts and minutes were available to the meeting. He apologised for the oversight which meant the minutes of the AGM 2000 had not been published earlier: copies would be sent to any member requesting them.

Apologies received:

Roger Williams, Mick and Moira Holmes, John Gillard and Barrie Longden. Bernie Shaw explained that Barrie is recovering from a bypass operation in hospital, having been taken ill while on holiday in Majorca.

Treasurer's Report:

On Tony Malyon's behalf Terence McAuley reported that the TOC's financial position was satisfactory. The accounts could be looked at in two halves: Subscriptions and magazine; spares and shop. The subscriptions income was similar to 2000. Magazine cost for 5 per annum. Made profit £5000. Spares constant. Shop down, sales down. Gross margins - spares up, shop down. £22000 in bank. Spares stock up. Alec Bilney mentioned the Abbey National shares the Club received on the bank's floatation. He had sold his, should the club sell theirs? Terence McAuley said the club held 250 shares and that the dividend income for the last year was £85. Paul De Felice suggested that the Committee would discuss the sale or retention of shares at the next meeting on 29th November 2001.

Motion: That the audited TOC accounts to April 2001 be accepted.

Proposed: Alec Bilney
Seconded: Graham Pitcher

Unanimous show of hands in favour of accepting the accounts as presented.

Paul De Felice asked the meeting if they were in favour of continuing to have the accounts audited, and by the same auditors, which was advisable but not compulsory. Tony Malyon explained that, as he was not an accountant, an auditor who could advise him when necessary would be useful, although he would like to locate one nearer to his home in South Wales. Terence McAuley advised the meeting that the current auditors were nearing retiring age and now if any would be a good time to change auditors as suggested by Tony Malyon.

Motion: To continue to have the accounts audited but, as the present auditor was reaching retirement, for Tony Malyon to find one acceptable to the club and nearer to his home.

Proposed: Bernie Shaw
Seconded: Steve Reed

Unanimous show of hands in favour of accepting the accounts as presented.

Directors:

The Chairman explained that, in accordance with the Articles of Association, the club is required to have at least three and not more than seven directors, and that each year one third of our five directors (i.e. two) must retire by rotation. The directors responsibility is to guide the Committee in running Club and to be liable should things go wrong, the day to day management is passed by the directors to

the Committee. This year Roger Dyer and Alec Bilney are due to retire but both have indicated they are willing to continue as directors. There being no new nominations the existing directors can be re-installed automatically without a formal vote. The meeting agreed to re-install Roger Dyer and Alec Bilney.

Any Other Business:

No other formal matters were raised and the formal meeting of the TOC Limited was closed at 1420 hours.

ANNUAL GENERAL MEETING OF THE TOC

The Chairman apologised again for the non-appearance of the 2000 AGM minutes prior to the meeting and gave those present five minutes reading time.

Minutes of the 2000 AGM:

The Chairman asked for any comments or amendments. Fred Annelis asked if the spelling of his name could be corrected. There were no other comments.

Motion: That the published minutes be accepted as a true record.

Proposed: Tony Latchford
Seconded: Tony Hodgekiss

Motion was carried unanimously by a show of hands.

The Chairman then asked the meeting if there were any additional items of business they wished to be discussed under item 10, Any Other Business but nothing was raised at this time.

Chairman's Report:

The Committee had met five times since the last AGM. The membership was healthy and the magazine had been published. The Annual Rally was held in June at Wells and grateful thanks are offered to John and Lynda Ogborne for an excellent time, and this was followed by the Brittany and Normandy rallies. The Annual Rally next year will be centred around Gibraltar, near Blenheim Palace. The social scene has been very active at the local level without detracting from the national meetings. The Club Spares continue to serve the members and we look forward to the future.

General Secretary's Report:

Helen Brixton said she had enjoyed her year as General Secretary of the TOC, despite great personal difficulties. It had been extremely enlightening to see the internal workings that keep the Club on the road, and she had tried to do her bit.

The secretary wished her successor well and hoped that their duties would not prove too onerous, and she was sure the club's affairs would be in good hands.

Helen Brixton said that over the last year she had worked very closely with our Chairman and had appreciated at first hand, just how much work his position involved and how well he had performed. She asked the meeting to show their appreciation for Paul and the committee, who worked hard and travelled long distances to fulfil their duties on the members' behalf.

Social Secretary:

Tony Latchford reported that the Brittany Rally was a success, the Annual Rally was excellent thanks to John and Lynda Ogborne and the Normandy Rally 'did us proud'.

At the NEC on 10-11th November 2001 the TOC will have their biggest stand ever with 8 cars on display and a theme of Music Through

the Ages.

The TOC 25th Anniversary will be celebrated with an Annual Ball at Kettering on 8th December 2001, organised by Richard and Esther Hooley.

The trip to Norway June 2002 with Mick and Moira Holmes: 20 interested, only 6 keen, need to finalise with Mick and Moira.

Need event for the Queen's Jubilee holiday weekend 4-5th June 2002.

The Brittany Rally is on 12-15th July;

The Annual Rally nr Blenheim is on 19-21st July.

The ICCCR takes place in America 9-11th August. The Chairman then asked Graham Pitcher to take the floor and give a brief report on the ICCCR event in America this year.

Graham Pitcher sent his condolences on the Club's behalf following the tragedy on 11th September 2001 and was assured that the meeting is going ahead. He has 20 people interested and is checking out an offer from a French company for an all-inclusive cost for the trip of £2000. DEFRA has said all cars must be steam-cleaned and certified thus and Graham Pitcher will check with the shipping companies about this and report back. He asked Helen Brixton to ensure that Richard Hooley publishes his full address and email in Floating Power. Alec Bilney assured members that Ro-Ro drivers are highly professional and not to be overly concerned about the care their cars will receive.

The 2003 Annual Rally will take place in Scotland.

Next ICCCR will be in Switzerland, Colin Gosling thought near Geneva

Membership:

Peter Riggs said his post held no glamour, only pen-pushing. 583 current paid-up members: 57 new (5 overseas) of which 30 came via Internet. Sent 98 reminders; 43 unpaid membership suspended. 153 paid by DD, 92 by Credit Card. Healthy membership though would like to see 600+.

One change, self-adhesive labels have run out and Peter Riggs is investigating credit card-sized membership cards for 2002, similar to those used by a French car club of which he is a member.

Spares:

Tony Hodgekiss reported the spares had had a steady year overall. A revision of the 2000 Spares List would be in the next issue of Floating Power. The year had been dominated by the South African spares but as that situation was now resolved the spares can get back to routine. Our stocks of oil and water pumps have been reconditioned, hopefully brakes are next. Service/exchange scheme will be in next Floating Power. Anyone willing to do reconditioning work or to help organise it to let Tony Hodgekiss know. Pictorial spares list will get underway now. Wings situation must be looked at.

Tony Hodgekiss introduced Chris Treagust to the meeting who said it was hard to follow Dennis Ryland. He is no longer a postman so does not have free afternoons and evenings, also married 18 months ago and has new wife to consider. Customers have gripes, so does he. Tries to turn spares orders round in 2-3 days and uses the Post Office or Parcel Force. Needs new ISP and email address but has fax

machine. Can return calls most evenings but requested that callers leave slow/clear details including name and contact number. Intends, subject to approval, to identify items needed in stock. Has contacted someone abroad offering wings, to find wings half the cost overseas. Customers must always check quality of goods ordered. Bulk ordering reduces unit cost. Some prices will increase in 2002.

Fred Annells asked if spares are for French or English cars. Chris Treagust said mainly for French cars.

Spares - South African Update:

Steve Reed reported that Steve La Rue in South Africa had offered a large quantity of spares for Slough cars to the TOC. Roger Dyer had visited him and listed the items for sale which were from complete cars to door springs. The Committee with the Spares Sub-Committee had listed items which were desirable and valuable. Negotiations with Steve La Rue had gone on over a long period and last week an amount was offered and a deal agreed. Transport to be arranged and a date agreed, which may be soon as the Rand is falling. Steve La Rue will fill container and is delighted the spares will be used by Slough-owning enthusiasts. Paul De Felice said the club had only bought vital items, i.e. a third of the original £30,000 quantity offered. The Committee had sanctioned a maximum total of £12,000 for the purchase including VAT and transportation. Both Roger Dyer and Bernie Shaw had inspected the spares in South Africa. Paul De Felice said John Gillard and Peter Simper had made a valuable contribution by calculating the price for Steve La Rue and a fair purchase price for members based on current prices in Europe, and that the spares would be shipped to Chris Treagust for storage. There are plans when the shipment arrives to hold a 'bargain weekend' when members can come and buy on the spot and take parts away. The prices will be set and no haggling allowed. Steve Reed said, a lot of the parts were for Slough cars, and there are many body panels which will be very useful to members. Bernie Shaw reiterated the Club hadn't bought all the items, only what is envisaged will be needed for the foreseeable future.

Editor:

Not present so no report.

Club Shop:

Not present so no report.

Helpline:

Paul De Felice said that Mike Holmes was in hospital following a complete knee replacement but had sent the following report.

After viewing the TOC web site several membership enquiries had been received, the latest of which was an enquiry from Rhodes in Greece where the chap has joined the Club and is now restoring an 11BL. We have also had enquiries from members wishing to put their cars on the Wedding List in Floating Power and also from people wishing to book Tractions for weddings. Many technical enquiries had been received, and either help is offered direct or I put them in touch with other members who can be of assistance. The Helpline has gone from strength to strength and has been used by more and more members at both home and abroad this past year.

Election of President, Treasurer and General Secretary:

Paul De Felice said the Club had only had one President, Stan Barker. The post remains vacant and no formal nominations had been received. The post was a ceremonial role and perhaps someone one day will mature into the role.

The General Secretary, Helen Brixton, took on the role last year initially for 12 months but, due to other commitments, wished to stand down.

The present Treasurer, Tony Malyon, is willing to stand again, and the Chairman asked for an indication from the floor of those in favour of re-electing Tony.

There was unanimous agreement in favour.

The only nomination formally received for General Secretary was for Pat De Felice, properly supported by an indication of willingness to serve.

Motion: To elect Pat De Felice as General Secretary of the TOC

Proposed: Graham Jones

Seconded: Tony Latchford

Motion was carried unanimously by a show of hands.

Paul De Felice welcomed Pat to her new post and asked the meeting to show their appreciation to Helen for all her hard work over the last year and for the time she has given up on club affairs throughout stressful times.

Election of the Committee:

Paul De Felice said the Rules of the Club required one third of the Committee to stand down and offer room for new nominations. This year that third consists of: Richard Hooley, Peter Riggs, Bernie Shaw, John Gillard, Roger Dyer and Graham Jones. Graham Jones was not available for re-election but the other five had offered themselves for re-election and the formal nominations had been received. Paul De Felice asked if anyone at the meeting was interested in joining the Committee but there was no response.

Paul De Felice suggested that the meeting vote for them as a group 'en bloc' and the meeting agreed.

Motion: to elect Richard Hooley, Peter Riggs, Bernie Shaw, John Gillard and Roger Dyer onto the Standing Committee of the TOC.

Proposed: Graham Pitcher

Seconded: Nigel Webb

Motion carried unanimously by a show of hands.

Any Other Business: also help required...

Pat De Felice asked, if the Club Shop sales were down, would it be possible to source new items which might increase sales? Peter Simper suggested an ad in Floating Power listing all the items for sale from the Club Shop would also help. Paul De Felice suggested new tee shirt designs.

Tony Hodgekiss asked what was happening reference the suggested History of the TOC? Fred Annells said he had been in touch with four of the original members and had arranged to meet at the NEC on the 10th November. He suggested when the history was published it could be given to new members on joining. Nigel Webb asked if it would be published in

Floating Power but Fred Annells didn't know what the finished size would be yet. Tony Hodgekiss asked if Martin Vickerstaff had been told John Reynolds would be writing the history and Paul De Felice assured the meeting that this had been dealt with. Fred Annells said he had received only one response from his ad for information published in Floating Power.

Paul De Felice said Robin Dyke had agreed to co-ordinate social articles for Floating Power and John Ogborne would be technical co-ordinator. John Ogborne has written articles for Floating Power and will have a regular column giving one-line hints and tips. Bev Oates asked if members can insert questions and was told this would be possible. John Ogborne said he has already had some contributions and Terence McAuley had translated articles from Traktion Universale which were very useful.

Graham Pitcher said Chris Goffey is interested in recording on film the whole of 2002 ICCCR trip.

Bernie Shaw said some members of the Club were occasionally accused of forming cliques and Paul De Felice asked meeting if any new members present would like to introduce themselves. Richard Heskall from Hitchen, Pete Marley, Bill Smout from Rhyl and Tom Scott from Berkhamstead were all welcomed by the meeting.

Terence McAuley asked the state of bookings for the Annual Ball but as Richard Hooley was absent this information was not available.

Paul De Felice said he had been sent nominations for two Life Members with a request for discussion at the AGM. The Committee felt that the suggestion should be discussed at the next committee meeting and it was inappropriate for discussion at the AGM.

Some spare parts were being offered for sale to the Club by Fred Annells who is reducing his stock and would like Club members to make use of them. Paul De Felice said the Spares Sub-Committee would visit Fred in the new year and discuss his stock.

Alec Bilney and Tony Hodgekiss amused the meeting with recollections of the early days of the Club.

Close of the Meeting:

Paul De Felice thanked all present for attending and making this a fruitful meeting and wished everyone a safe journey home. The meeting closed at 1540 hours.

CITROËN

toctech



volume 2

Modifications **2**

- Rewiring -
The case
for and against
12 Volt Conversion



John Ogborne asks:

Traction Electrics - Are they your Weakest Link?

PART 1 : "DOUBLE OR QUITS" - THE CASE FOR AND AGAINST 12 VOLT CONVERSION

INTRODUCTION

This is the first of two instalments of an article dealing with re-wiring and the 6 volt/12 volt controversy. Whilst it is aimed primarily at the French Traction, most of the content is universally applicable and I hope that it provides useful information for all owners. I am a firm believer in the principle that if you understand the way in which something works, it enables you to solve most problems that occur. The first instalment therefore deals with electrical fundamentals, with which many of you are familiar and may choose to skip. However, some may have an electrical blind spot that I hope this will help to illuminate. The second instalment will cover the practical aspects of wiring, fuses (you know, those things that André forgot about!) and general improvements to the lights whether the car is running on 6 or 12 volts.

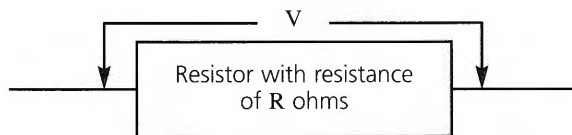
I am the first to admit that if I were designing a car today, 12 volts would be the clear choice, if only because it is standard on all common production cars and most components and accessories are designed for 12 volt operation. Nevertheless, there is nothing intrinsically wrong with 6 volt systems - watts are watts regardless of the voltage of the power source. This series of articles sets out to explain the reasons for this and how to get your 6 volt Traction electrics to perform as well as 12 volt conversions.

A LITTLE LEARNING!

(with apologies to those who know this stuff already - feel free to skip it)

Remember Ohm's Law? It states that the voltage (V) across a resistor (with resistance R ohms) is proportional to the current (I amps) flowing through it or:

$$V = I \times R$$



The resistor is absorbing power (and getting warmer as a result). Without going into the algebra, this power (W in watts) is calculated by multiplying the current (I) by the voltage (V):

$$W = V \times I$$

These two relationships ($V = I \times R$ and $W = V \times I$) are all we need to understand what is going on.

A headlight bulb is just an electrical element in a vacuum - the vacuum prevents the element from oxidising and fusing. When current is passed through the element, because it has electrical resistance, it absorbs power, gets hot and glows thereby providing light. The amount of power it absorbs, hence the amount of light it gives off, is called the 'wattage'.

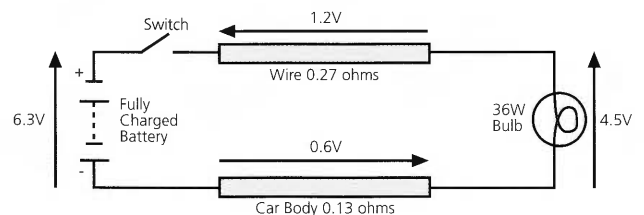
Using $W = V \times I$

- a 12 volt/36 watt headlamp bulb takes a current of 3 amps ($12 \times 3 = 36$)

- but a 6 volt/36 watt bulb takes a current of 6 amps ($6 \times 6 = 36$).

In other words, *halving the voltage* has *doubled the current* for the same wattage. So in a 6 volt system the wiring has to carry twice the current in order to achieve the same light output. Here lies the problem with 6 volt systems!

Unfortunately wire has resistance as well, albeit relatively small, but big enough to consume some of the power intended for the headlamp bulb or other electrical equipment. To add insult to injury, the negative connection is via the car body, which is likely to have rust sandwiched between the panels. Rust is not the best conductor of electricity! The higher the current the greater will be the loss in the wire and car body; hence a 6 volt system is much more vulnerable to these parasitic resistances. Here is a typical situation in a 6 volt Traction.



If you do the calculations, here the 36 watt bulb is actually operating as the equivalent of a 20 watt bulb - and that is without any allowance for corroded connectors and poor switches and contacts. As someone once said - "the road ahead retains an air of mystery". If we had run the same system on 12 volts (with a 12 volt/36 watt bulb), the bulb would have been operating pretty close to 36 watts. So now we can see why 6 volt systems are so vulnerable to poor quality wiring and why so many Traction owners choose to convert to 12 volts.

SO WHY STAY WITH 6 VOLTS?

Based on the purely electrical considerations above, the case for 12 volts is pretty strong. However, it is not the only solution and a well designed and maintained 6 volt system produces the same result as a 12 volt one. Wiring that has been in place for anything up to 67 years almost certainly requires attention anyway; compensating by increasing the system voltage is not necessarily a wise, or safe, solution. If the wiring can handle the current, be it from a 6 or 12 volt battery, the result will be the same. Aside from increasing reliability and safety and maintaining originality, re-wiring with 6 volts is also an opportunity to introduce other features such as fuses and accessories. Regardless of whether the system is running on 6 or 12 volts the essential requirements are to:

- use the right size and quality of wire
- ensure that the negative connection through the body is sound
- ensure that all connections, connectors and switches are making good contact
- ensure that the light fittings are making best use of the light from the bulb

The choice is yours!

WIRE SIZE AND QUALITY

I hate to take issue with André and his design team but the original wiring is not really up to scratch. I would love to know

how many of the 6 volts on a brand new Traction made it to the headlamp bulbs. I would be surprised if it were much better than 5 to 5.5 volts. If you think your wiring is as good as new - or you have put in an original wiring loom recently - check the voltage across the offside headlamp bulb with the lights switched on and let me know the result.

Wire Size

Using Ohm's Law and some wire data it is pretty straightforward to calculate the optimum wire size. The resistance per unit length is proportional to the cross sectional area of the copper conductors; the bigger the conductor, the lower the resistance (good) and the longer it is, the higher is the resistance (bad). So short and thick (rather like me) is best.

There is of course a trade-off between size, cost and physical constraints. The trick is to choose the shortest practical run of the thinnest wire that delivers sufficient power for the job it has to do. There is no point in using wire the size of jump leads to supply the petrol gauge any more than trying to get away with thin wire for the headlights. For those who wish to do the calculations, I have given the wire data for the most useful sizes in the table below.

Wire Composition (no. of conductors/ conductor diameter, in mm)	Cross-sectional Area (mm ²)	Ohms per Kilometre
9/0.3	0.65	29
14/0.3	1.00	19
28/0.3	2.00	9.5
44/0.3	3.00	6.3
65/0.3	4.50	4.2
84/0.3	6.00	3.2

As a rough guide, the wiring diagram given in the second instalment uses 84/0.3 for the main 'arteries', 44/0.3 for most lights and 14/0.3 for instruments and low wattage bulbs.

FUSES AND WIRING SCHEMES

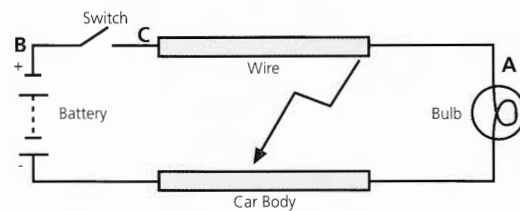
With the exception of the indicator switch there are no fuses in the French Traction. This probably explains why so many have ended their days in flames! If re-wiring is carried out it is a lost opportunity not to incorporate fuses in at least the main circuits. However, it is not always obvious where the fuses should be placed (electrically speaking) and it is worth looking at the basic principles of fusing.

How a Fuse Works

The purpose of a fuse is to protect a circuit from too high a current. It does so by providing a 'weak link' which will safely break the circuit when the current reaches a certain limit. In a car, overcurrent is typically caused by a live wire coming into contact with the bodywork due to a loose connection or damaged insulation. The wire, because of its low resistance (remember Ohm's Law), will take a very large current, consume a great deal of power and produce considerable heat. A general melt-down results. It is rather like a very high wattage bulb without the bulb!

Positioning the Fuse

So where does the fuse go? Consider the case of a bulb supplied from a battery via a switch and a length of wire.



If the fuse is inserted at 'A' it will protect against a fault at the bulb, but if a short circuit occurs anywhere between 'A' and the battery it will not blow and will have no effect at all. So, logically you might think that the fuse should be inserted at 'B'. For this simple circuit that is the best position but, in practice, the battery side of the switch probably supplies other circuits and a fault in one circuit would take the others out with it.

'C' is typically the best position - it is a compromise between getting as close as possible to the battery without affecting other circuits. Of course, the best solution of all (but usually over-the-top) is a high rated fuse at 'B' and a lower rated one at 'C'. In summary, put the fuse as close as possible to the battery but make sure that the circuits are sensibly grouped. The suggested wiring diagram and the scheme that I have adopted uses 8 fuses. It is only a recommendation as there is a virtually infinite number of variations, any one of which will be suitable provided that it follows the basic principles.

Fuse Number	Circuits	Rating (amps)
F1	Interior light and parking light	5
F2	Headlights	30
F3	Indicators	15
F4	Petrol gauge, brake lights and coil	15
F5	Wipers	10
F6	Tail lights and number plate	10
F7	Horn	10
F8	Front side lights	5

This scheme is based on the various electrical functions within the car. Others may prefer a left/right scheme whereby at least one side of the car remains live should a fuse blow for any reason - the choice is yours, there is no 'right' answer.

In the second instalment we will cover the practical aspects of re-wiring and other ways of improving the Traction lighting system. A full wiring diagram will be included.

John Osborne

We got off to a fine start in the last issue of the magazine with three excellent contributions, but this time we're down to one! There must be more of you out there with pearls of wisdom that we can all share. I am certain that every weekend somebody, somewhere has solved a problem on their Traction that has been troubling the rest of us and that we would all benefit from

hearing about. A short note, e-mail, or phone call is all it would take to earn you eternal gratitude from a great many members. Remember too that if you have a seemingly insoluble problem, send a summary for publication and in all likelihood there will be someone in the club with the answer. All contributions to this column to John Ogborne - address above.

Electrical Problems

Richard Sheil from Dublin solves a number of electrical problems and continues with the subject of cooling systems from the last issue.

Ignition

I understand that new ignition switches for French cars are not available (A quick check with Depanoto, Renel and NeoRetro confirms this - possibly CTA, Holland could have them - Ed.). When I bought my car there was a very poor connection at the ignition switch and I found that a switch from RS Components (I used their Dublin Branch but they can be contacted at 01536 201234) was most suitable. The part no is 337964 and I think the price is around £10. Each contact is rated at 12V dc 10A for 50,000 operations and so it should be sufficient for our needs. As the lighting circuit is not switched by this circuit, the current that this switch must interrupt would be very small indeed. The switch even has an anti-rotation tab which fits the cut-out on the dash very well. I have now used it for around 10,000 km with no problems encountered.

When I rebuilt the engine in my car I found I had driveability problems even after installing a fully reconditioned carburettor and a brand new distributor. I found that I had lost around 2V at the coil (my car is a French car but has been converted to 12V). A temporary wire was directly connected between battery positive and the positive side of the coil. The car then performed properly - which was a relief. I was finding it very hard to find

where the high resistance point was until I noticed a slight acrid smell in the car when running with headlights on full beam. I realised that the ammeter was very hot, which could be felt by finger touch under the dash. Clearly with the high load when the lights were on, a lot of heat was being generated at the resistive point. I cleaned up the connections at the ammeter and the poor running was banished completely. A nice side effect was that the headlight intensity ceased to vary hugely with engine speed.

Cooling

To continue from the overheating notes in the most recent edition, I found that I was constantly losing water out of the overflow pipe of the radiator and the coolant in the header of the radiator was very frothy. Eventually I concluded that the reason for the overflow was that the water could not flow through the radiator tubes fast enough and so was sitting higher than it should when the engine was running. Of course when stopped the level was too low as it had been pumped out onto the ground. This was confirmed to me when the re-cored radiator was installed and the problem was gone. Also when the radiator was being tested for leaks before the decision was made it was found to have many small holes which only became apparent when the radiator was pressurised. So if you do go in the direction of fitting a thermostat as per David Boyd's note last time you run the risk of highlighting some pre-existing leaks.

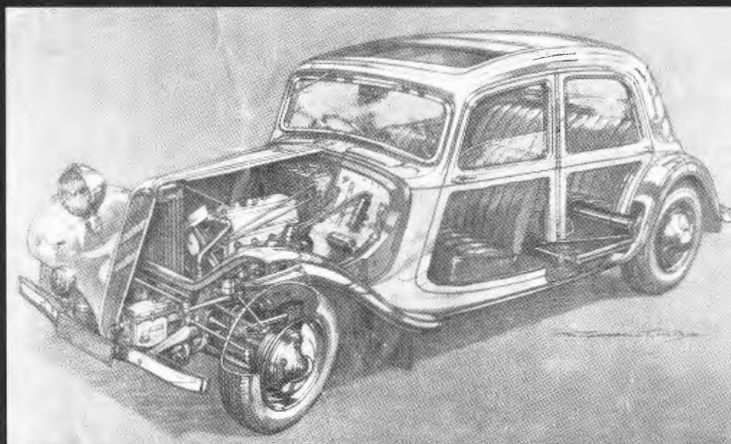
Old Exploded Bomb

This is from a faded page from Autocar 5 October 1974 drawn by F Gordon Crosby for The Autocar of 28 September 1934.

Citroën 12hp - No 1 in a Series

The original Citroën 12, first of the company's long and continuous line of front-drive cars, appeared in 1934. By the autumn of that year it was in production at the Citroën works at Slough, and went on sale in Britain as the Super Modern Twelve at a price of £250. Apart from the novelty of front wheel drive, the unitary body construction was perhaps even more revolutionary - Citroën and Lancia pioneered the idea for a long time before it was generally accepted. The 12 had engine dimensions of 72 by 80mm, giving 1,302c.c.; friction dampers were used at the front, hydraulic ones at the back; a dead axle was used at the rear, with torsion-bar springing all round.

Robin Dyke



TRACTION OWNERS CLUB



Annual Rally Oxfordshire 19th-21st July 2002

NEWS

We now have permission for up to 20 cars to drive through Oxford City Centre. We will park in St Giles for 20 minutes for tourists to take photographs. By the end of January 30, cars had said they would like to do this, so there will have to be a ballot. Also you should be aware that the numbers for the dinner will be limited to 100 and the tickets will be issued on a first come first served basis.

PROGRAMME

Friday 19th July - Meet at Rock of Gibraltar in evening for informal get-together. The pub will sell barbecue style food.

Saturday 20th July - Meet at Sturdys Castle at 9:30 - 10:15 am for a convoy drive (picnic lunch). Driving tests at Enstone Airfield. Evening meal in the village hall at Kirtlington. Morris Dancing, and Jazz group. The menu will be a set 2 courses (with a vegetarian option if ordered in advance). We have to depart quietly before 11 pm.

Sunday 21st July - Meet again at

Sturdys Castle. 20 cars (chosen by ballot) on convoy drive through Oxford. This will be a stately procession and we should not sound horns. Other cars go on a short convoy through the villages. Both groups arrive at Blenheim Palace. We can picnic by our cars, when the judges will be going 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 adult, **£3** per child (under 14).

Saturday evening meal (and entertainment) - **£18** per adult, **£10** per child (under 14).

Entrance to Blenheim Palace paid directly on the day, **£6.50** per car at the gates. Tour of Palace currently costs **£9** per person.

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 Bletchingdon, and there is a rustic campsite just behind the pub (but which may be upgraded by next July). A list of accommodation is ready for posting, or it can be attached to an email (in Microsoft Excel format). *Anybody attending the rally and driving down from the north might like to consider Clive Hamilton-Gould's B&B which is just 2 miles from Junction 10 on the M40. It's still quite handy for the rally, and Clive has a 1920 A-type and a 1928 B-14G.* Early booking is strongly advised.

ACTION

Please complete the form below (or a copy of it) and post it with your cheque (made out to The Traction Owners Club Ltd) to Robin Dyke as soon as possible.

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

Southbound drivers leaving the M40 at Junction 9 should treat the road sign on the slip road with caution. It recommends that you use "both lanes" for Oxford. It should read "either lane".

application form

Vehicle _____
Model _____
Reg No _____
Colour _____
Year _____

Names: _____

Address: _____

Postcode: _____ Telephone: _____

Email: _____

If you have booked your accommodation, please say where below

Administration Fee

£12 or £6 per car

Friday

Saturday £6

Sunday £6

Oxford Convoy

Car Total £

Friday evening

Saturday convoys £5

Saturday evening £18

Blenheim Palace

Entry Fees & Dinner

a vegetarian option will be available

number of people

adults kids u14

£3

£10

People Total £

number of vegetarians

Grand Total £

Please make cheques payable to: "Traction Owners Club".

Robin Dyke, 18 Henfield View, Warborough OX10 7DB

Telephone: 01865 858555 Fax: 01865 858071

Email: jrobindyke@cs.com

Please complete this form (or a copy) and post it as soon as possible



Luck of the Irish

By David De Saxe

Readers of the March/April 2001 edition of "Floating Power" who read of our experiences of the 2000 Dordogne Rally are now on their way to absorbing a similar treatise on that event's sister rally which happens each year in May, known to historic rally cognoscenti as just "The Irish". Hence the title, which I suppose offers a clue to how we fared, as did that of the former article whose title was "Disaster at St Vivien". Those who read that account may remember that on the second day of the rally the fan of our Traction attacked the radiator with terminal consequences, caused by a slightly protruding blade engaging with the detached flange of the heater tube funnel.

With a new, French-made, copper-cored radiator installed, a decent fan fitted with blades carefully aligned, together with a detailed inspection of the car for errant nuts and the like, we sought and were granted an entry for the Irish Rally. We hadn't competed in this event before, but everyone we spoke to who had, said it was a must. The formula is the same as the Dordogne Rally - a six-day, all-regularity (nearest second throughout) event on route cards marked with Tulip-style directional diagrams and no distances given. Competition takes place from around 9 a.m. each day until around 2 p.m., after which you can get something to eat (and drink) and having fetched up at or near your hotel for the

night, are free for the rest of the day to enjoy local sightseeing or whatever. On two or three evenings a dinner with or without some form of entertainment is laid on, so that there is plenty of opportunity for conviviality and for making new friends.

We chose the Pembroke Dock to Rosslare route to cross the Irish Sea. I think one of the more pleasant phenomena in the recent development of transportation is the huge improvement in ferry ships, in almost all their aspects you can think of. The latest Irish Ferries ships are no exception and in no time we were in and out of Rosslare, having on disembarkment been thoroughly spray-disinfected from foot-and-mouth disease - the Traction, I mean, not its occupants.

Calibration

The start of the event was at the imposing Fitzpatrick Castle hotel at Killiney, south of Dublin. Opportunity for odometer calibration was provided by a highly tortuous route of four miles or so starting and ending outside the hotel entrance. Knowing the odometer of our Traction to read some 5% fast (or was it slow?) we made four circuits of the calibration route, recording different readings at each measurement point on each occasion. Hardly confidence inspiring, I mused, but the best thing to do in such circumstances is to take an average of the total distance recordings. I'm sure our odometer has some worn cogs in its mechanism, but I never seem to get round to having the speedo

rebuilt; perhaps our Traction demands greater financial priorities.

Anyway, where an average speed of 25 m.p.h. was required by the rally organisers, a quick calculation showed we needed to use 26.7 m.p.h., with a similar percentage adjustment for the slower sections marked at 23 and 20 m.p.h. Perhaps I should point out that the types of road and terrain on historic regularity rallies can make even these apparently pedestrian speeds a challenge, and one "wrong-slot" will almost certainly put you out of contention for the glassware.

Day one, and the weather was stunning. A visit to the imposing Powerscourt gardens - unfortunately the house was closed - preceded the rally start, but soon we were off, car no. 3 out of a field of 49. (Running numbers are allotted in order of year of manufacture, the oldest cars first; but on alternate days the starting order is reversed - permitting a longer lie-in and a more leisurely breakfast).

In the town of Glendalough (two lakes) we had been caught up by an all-lady crew in a highly-modified Triumph TR2. They were running at the faster permitted speed of 30 m.p.h., the 25 m.p.h. being optional for pre-1960 cars. We knew these ladies from other rallies, seasoned campaigners both and highly successful, too. But when we forked right to start the ascent of the Wicklow Mountains - they didn't! Now, Rule 1 of navigational rallying is never, never, NEVER follow the

car in front, no matter how renowned the crew. I said to Anne, my wife and navigator: "How long d'you reckon before they realise their mistake and catch us up?". Anne just said: "Concentrate", so I did, but as the Traction toiled up the long ascent it was only perhaps ten minutes before the dark blue speck of a TR2 became evident in my mirror and then the ladies shot past us, hoping to make up lost time. As the locations of the Controls are unannounced you never know whether a wrong-slot will cost you dear (Control not far ahead) or whether break-neck driving will get you back on schedule (Control distant), but I think in this case Penny and Sue were out of luck, as the Control loomed up soon. I thought we were within a few seconds of our time but in fact were recorded 33 seconds lateness. If you've been checking your timing every two-tenths or so, as we do, error of this magnitude can be due only to incorrect odometer calibration. So we adjusted to a more appropriate average speed table, and set off via an instruction which said "Kildare Dog Shelter" to the next section. All went well until we arrived at an instruction which, had we understood the meaning of what looked on the route card like the back of an envelope, would have presented no problem. We decided the diagram was meant to represent either a building or else a building which had been shown in error on the wrong side of the road and crossed out. Thus we came to the conclusion that we hadn't arrived at where we were supposed to turn and it didn't help that a number of other competitors who by this time had caught up with us seemed equally confused. Neither of our interpretations turned out to be correct: we found out at the end of the day's rallying that the depiction of a crossed-out rectangle denotes the existence of a GATE. (There were to be several examples of these in the remaining five days, and we took care to see that we weren't fooled again). Having retraced our errant steps, I decided to let the Traction have her head and to see how much precious time we might regain before the next Control. The roads were potholed and narrow but straightish and, while I can't say I'm proud of the speed I achieved in view of the length of time it takes to bring a Traction to a halt (using only its drum brakes), we did at least regain nearly eight of ten lost minutes by the time the Control hove into view. Even so, the resultant penalty was devastating, but it was only the first day and the possibility of a decent performance over the remainder of the event encouraged us to continue undaunted.

A parked van obscuring a village pump which marked a turn nearly did us a disservice, but we work on the basis that any turning whose profile matches that on the route card diagram could be the one to be taken, so we crawled past it to espy the pump as we looked back. Then, with no further problems and acceptable times at the ensuing Controls we rolled into Cashel, where the day's work came to end. Rather than go straight to the rally hotel in nearby Dundrum, we visited the imposing and famous Rock of Cashel, with its amazing ruined castle whose extensive views across the country provided substantial forewarning of approaching marauders.

Road Closed

Rounding a corner shortly after the start of Day 2, we were obliged to pull up behind all those who had gone before us: the road had been temporarily closed - presumably after the opening marshal had passed through! With each minute the line of rally cars stretched further and further back, until an executive decision by the site manager of the Tipperary Public Works Department caused the road to be reopened and the long line of rally cars filed through. At the ensuing Control there were screams from other competitors of "Scrub it!" and the like, but I don't now remember if the organisers did and anyway our time was O.K. by dint of further responsive reaction by the Light 15 to its eager throttle.

The target for the next two nights' stay was the famous and perhaps somewhat overpriced resort of Killarney, beloved of our American cousins seeking their roots. The rally route there provided a few nasties, including an instruction to "Turn left by tree, corrugated shed and bungalow", which seemed to cause difficulty for many competitors but which we negotiated safely this time (on the Tulip diagram for this turn there appeared another "envelope" and we were alert for the now to be recognised gate here, which doubtless led to our finding the correct route). There was also a nasty fork, neither prong of which suggested itself as being obviously the major of the two roads. (What you do on these rallies is keep on the major road unless instructed in the route card otherwise). When confronted by a junction such as this fork, one of two clues may be available: a "Halt" sign on one of the roads some yards beyond you, with its back to you but visible from the junction, would obviously be on the minor road, so you would take the other one; secondly, loose gravel pushed to one side of the carriageway would indicate the way the major road lies and it was the second of these that we were just able to make out

here. However, that awful feeling, self-doubt, began to rear its ugly head as we travelled onwards for miles and miles towards the Glanaruddery mountains which lie to the east of Tralee, with no sign of the welcome T-junction that was the next instruction. But at last we thankfully came to it and it was there that we spotted some official Rally diversion stickers on the signpost. We took the diversion but it seems a large number of the less-seasoned crews never saw the signs or else ignored them. The result of all this fortunately gave us a very competitive day, redeeming our poor performance of the previous one. From an appalling 25th position at the end of Day 1, we had risen to 18th on Day 2.

We had time to walk round Killarney and found a most attractive fish restaurant, which we later that evening patronised with friends from the rally who, having an E-type Jaguar with only two seats, were happy (we think honoured) to be conveyed thither in the Traction.

Mountains

Day 3 was a loop which took us round the lovely Ring of Kerry. No Irish name pleases me more than Macgillycuddy's Reeks and these mountains we soon found ourselves ascending when we left Killarney. Even a reduced speed of 20 m.p.h. is extremely taxing for a 4-cylinder Traction to tackle this steep and narrow mountain pass - whether ascending or descending - but up it and down it we went with some aplomb and considerable sure-footedness, arriving a touch early at the Control at the bottom again, despite the baulking effects of a VW Beetle and a rare Wolseley Landcrab. Things continued well until the start of the ascent of the Skellig Ring, which climbs over the top once more before descending into the pretty fishing village of Portmagee, right at the tip of the Iveragh peninsula. The start of the ascent was marked by a cross roads, which on the tulip diagram appeared as staggered. You had to reduce speed at this point to allow for the difficult climb, but the crossroads were dead ahead and we took the view that, as the actual road profile did not match that of the diagram, this was not the cross roads at which we had to zero our odo and stopwatches and start working to a lower speed table. The more we ascended the more it became evident that we had made an error of judgment. My frenzied back calculations were to no avail, for when we rolled into the Control and coffee halt in glorious sunshine at Portmagee, our being too clever by half had cost us 80 seconds penalty. We sipped our coffee rather glumly, a glumness that turned to self-engagement as we scored two successive nil penalties

Luck of the Irish... continued

at the next two Controls. Due to an organisers cock-up the following section had to be scrubbed, so the beautiful scenery of the Ring of Kerry had effectively produced for us three "cleaned" sections and we finished the day with a mere five seconds loss at the Control at the foot of the Gap of Dunloe.

Back in Killarney that night we were bussed to a banquet at Killarney Manor. We all thought the fare somewhat disappointing, but not so the entertainment and most of us came away rather less than ebriate singing (?) some of the traditional Irish songs we had been treated to during the evening. In fact the one called "Seven Drunken Nights" with the first line of the chorus going: "You're drunk, you're drunk, you silly old fule" may have been considered particularly appropriate.

Despite our erratic performance around and over the Iveragh peninsula we had managed to drag ourselves from 18th to 13th position overall and had maintained second place in class. The Traction was responding magnificently to everything asked of her. Day 4 dawned - and was to stay - wet. We were headed for Cork. There were supposed to be views of Bantry Bay along our route but we didn't see any - either because of the rain, or because we were making a serious attempt to improve our concentration, or most likely the deleterious effects of the night before. Anyway, apart from passing through Blarney, of the famous stone (which many years ago I was held upside down to kiss, but that's another story), we found the day unremarkable if damp, losing a mere 24 seconds over five Controls. Several other crews found the going as easy as we did, but there were equally many who didn't, with the result that when the progressive results were posted that evening in our rather nice hotel in Cork we found ourselves moving up to eleventh position overall. Amazingly, we were also still "alive" in the knock-out competition, in which each crew is pitted against another, the one with the fewer penalties on the day knocking out the other and going forward to the next day's round. Today

we had soundly beaten a very experienced crew, who had suffered a navigational misfortune similar to ours of the first day. You only need one to kill your luck. Leading our class from day one was another experienced crew in a Jaguar XK140. They had had by their high



standards a poor day, but were still ahead of us.

So it was that on Day 5 we set out for Kilkenny. Before the first Control I was surprised to spot in my rear view mirror the XK140, running just behind us, take a wrong fork. Rule 1 to the fore: even if you respect a crew's capability, NEVER follow their apparent error if you believe you have interpreted the Tulip diagrams correctly. The Traction, whose daily inspection had as usual given all fluid levels and security of fittings a clean bill of health, motored on serenely, turning where instructed at "pale pink property" and the like. (We noticed many country houses in Ireland painted in pastel shades of pink, yellow and green). There was a comfort stop in Lismore, an attractive little town on the river Blackwater famed for its wool products. The stop was long enough to satisfy my need for comfort and Anne's need to purchase some of the local wares. But shortly after the restart, our concentration failed: we were looking for a bridge over a river followed by a fork with a red arrow sign between the prongs. I saw neither, but when we came to a T-junction we knew we had missed the fork. We decided to turn back, against the line of oncoming rally cars. I cannot believe they had all made the same error, but Rule 1 was applied

nonetheless. Eventually we came to the arrow, spotted the bridge, screeched to a halt, turned round again (not an easy manoeuvre in a Traction on a lane barely wide enough to accommodate two cars), and then turned on the gas in a fashion surely never envisaged by André Citroën

nor even that doyen of the Traction, Francois Leçot. We prayed that the next Control would be far enough distant for us to make up our loss - some ten minutes! In such circumstances you just give it as much welly as you dare. The other crews we had passed head on now made room - where they could! - for us to repass. (At the end of the day the driver of a Healey 3000 was heard to say he'd never imagined a Traction was capable of what he'd witnessed. On

reflection, neither had I). The time gap between the stopwatch and the average speed table inched closer as we screamed through the foothills of the Knockmealdown mountains (I pondered darkly on the possible appropriateness of their name); ten minutes adrift became eight, eight became six, six became four, four became two. Still no sign of the Control! And then, just short of Clonmel, we were within an ace of being back on schedule. Rounding a bend into the town, there was the familiar sign, the familiar, friendly marshal. Just five seconds late! Thank you, all of you who played a part in the concept, the construction, the rebuilding and the maintenance of this stunning machine: André Citroën; the production line men at Slough; Dennis and Martin Ryland. And thank you, Lady Luck. And thank you, navigator Anne, for what followed. For on the next, the final section of the day, we successfully negotiated three fiendishly difficult to spot instructions, which caused two-thirds of the field to go astray. We had had, after all, a good day and fetched up in Kilkenny in good spirits.

What a pretty, unspoilt town is Kilkenny. If you're travelling in Ireland, don't miss it. There seems to be retained a character of the 'thirties. Perhaps our Traction felt part

of this time warp. Anne and I enjoyed our stroll round Kilkenny and its nice, individual shops - none of them part of dreary chains. And when we returned to the hotel, we found our performance on the day - part luck, part skill - had shot us up from eleventh to third place overall. The XK's misfortune on the first section had given us the class lead - and we were staggered to find that our knock-out rivals had fallen at the last, devastating fence - and we were in the final!

No Surrender

The sixth and final day dawned clear and bright. We decided our best strategy was continued maximum concentration on Route Card detail and road profiles at junctions. There was no way we were going to be outright winners and the well-known crew in a very fast, highly modified Hillman Super Minx convertible lying second would have to have a very poor day for us to overtake them. On the other hand, there were a host of crews lying within close reach of our position, which we were determined not to surrender.


At mid-day, with a virtually clean sheet at each of the four Controls passed, there was a comfort stop coupled with a visit to the handweavers in Avoca, followed by a re-start to ascend once more the Wicklow Mountains, attended by various changes of average speed. Names familiar from the outward journey five days back began to appear on signposts (which, incidentally, bear distances either in miles

or in kilometres, but not both, and you have to guess which. I suppose it has to do with the Irish, like us, not feeling entirely European and opting to hedge their bets). The Sally Gap pass was now ahead, and for once we could relax a little as there are no turnings off. However, I was experiencing increasing difficulty in changing gear, never a very pleasant operation on a Traction at the best of times and feared that I might be losing the clutch. The tactics then were to get past the next Control (which turned out to be a Passage Control perched high on the top of the mountain, so they could time you miles away as you ground your way up the winding incline). Once past this, with a rather disappointing 19 seconds lost, and gear changes now virtually impossible, I stopped and took a look under the bonnet. The adjustment nut on a Traction's clutch rod must be about the most accessible of any motor vehicle ever manufactured and thankfully a few turns of the nut did the trick. We lost further time getting down the mountain and rolled into the final Control at Johnnies famous Bar at Enniskerry 15 seconds adrift. It was all over.

Back at the Killiney Castle near Dublin that night there were the usual jamboree and celebrations. We found we had managed to maintain our overall third place out of 49 starters. We had scored a Class win, although we had lost in the knock-out final - the winners being the outright winners of the Rally who had

hardly put a foot wrong all week in their 1968 Triumph TR250 (a car which I confess I knew nothing about, but which apparently is a sort of TR4 or 5 with a special engine and no doubt other strange parts, made for the American market; Triumph aficionados please forgive me). But what another sort of triumph there had been: the third oldest car competing, our Traction must have been the slowest and perhaps the least easily manoeuvrable car in the event. Apart from the need for adjustment to the clutch control rod, she had performed marvellously and that we had not done even better was down to her crew, not herself.

As the day of our departure once again dawned bright and clear, rather than spend an extra day and travel to England via Rosslare we took the fast ferry from Dublin Port, and treated the Traction and ourselves to a great run home through Anglesey and Snowdonia in all its early summer glory. Then, once back home, just time for a whip-round with the grease gun, an oil change and a clean up for this splendid car proudly to take her place among her fellows at the TOC's parade on the Cathedral Green at Wells. Shall we see your Traction rallying competitively? I hope so.

 A great effort and a tribute to the ability of Traction. Ed.



tocsection scene

Lakes & Border section

New Year resolution now being put into motion: I am writing Lakes and Border Section News. Firstly we must regret the retirement of as our leader, though we are still in expectation of seeing him at such area events as he can attend. Malcolm has provided an excellent service over the past 6 years and we all say "Thank you so much". Members who have attended our Keswick gathering in the past will remember his cohort of these occasions, Bob Cuppage and it is with great delight that I can tell you that Bob has agreed to be the area contact and coordinator.

April 6th

Our next meeting will be the Saturday after Easter, April 6th. We will meet at the Swan at Grasmere for lunch at about 12.00. The pub is very easy to find being on the main road through to Keswick. It has an ample car park and has become a favourite gathering spot of the club; being fairly phlegmatic about Jan and I rearranging tables into more congenial groupings.

Quarterly

The Cumbrian group meet at about 3 monthly intervals and with few exceptions always miss the magazine's publishing deadline. This year we have held several events. In July we invaded the magnificent garden of Gordon Bendal for a Barbecue. Gordon's home overlooks Morecambe Bay and we enjoyed the delights of the view across the lakeland hills as well as the most delicious communal Barbecue accompanied by the fantastic salads provided by Andrea. This was followed in September and I'm happy to say also in October by visits to the Heskett Newmarket micro brewery where we had a tour of the Brewery free pints and a lunch of excellent soup & crusty bread with a variety of sandwiches all for £4.00 a head. The consensus of the group was money well spent and we all paid £5.00 a head. Of course the bonhomie of the group could be put down to there being 6 different ales brewed at Heskett Newmarket. All proved to be excellent and all had to be tried in order to find a favourite. As the chap who had a valedictory nose bleed at 3.00pm when we regretfully left, said, "by that must have been a good do." Jan Cuppage then kindly provided teas and coffee while the boys explored Bob's car collection. Watch out for the next visit on our calendar.

First Monday

For those who just cannot leave cars alone we also meet with other Citroënists at the Boot and Shoe on the A6 at Scotforth, Lancaster on the first Monday of the Month. There is often a car related event. This Month I understand there is to be a Citroën Quiz and in March there will be a slide show (possibly with some stuff on the Knebworth Anniversary Meeting circa 1984). Please contact us and leave a phone number and in that way we will be able to tell you about future events.

Liz Rogers tel; 01524 73347 Bob Cuppage 01697 478301

Peak section

We had a very enjoyable "Christmas" lunch at our meeting in February. In all 15 attended and it was great to see Barrie Brick back in circulation. It was also good to meet 'new' members from Staffs - Cliff & Glen Richards.

April 7th - Our next meeting will be on Sunday April 7th - this will be a Citroën quiz. What do you know about the history of Citroën and can you recognise tools you may use when caring for your Traction? Come and test your knowledge...

June 9th - Our meeting in June is a week later than usual. It will be on Sunday 9th June so that we can take part in the annual "High Peak Historic Vehicle Club" Run. This is an excellent day out and this year the 51 mile run passes through the Peak District towards the Staffordshire Moorlands and then back through the Dove Valley to The Bull I'Th'Thorn for lunch. If you want to take part let us know soon as you need an entrance form - the event costs £10.

August 4th - come and join us for a game of Boules.

Bev & John Oates. Tel: 01629 582154

West of England section

February 2002

This year's programme was decided democratically... well, in a manner of speaking! Those who attended the Tunnel House meeting were treated to a questionnaire to determine what features they wanted for our monthly Sunday lunchtime meetings. Those with e-mail who weren't at the Tunnel House were also afforded the opportunity to exercise their rights under this unique democratic process. The results were genuinely useful in planning the programme for the year and enough ideas were generated for several years to come. Many thanks to the participants.

The general conclusion was that we want a good pub near to a place of interest, cost is significant but not over-riding, and travel over reasonably long distances is not a problem. The activities and places of interest in order of preference were:

- Gardens, outdoor attractions, opportunities for walks
- Country houses, stately homes, castles, museums, picturesque towns and villages
- Convoy drives
- Car related museums, car events, sitting in the pub and chatting

It's interesting how the car-related activities came so low down on the list!

The result of all this mind-numbing statistical analysis is our programme for 2002.

March 17th - Please note that this is one week later than normal to avoid Mothering Sunday. A pub on, or near, the Bridgwater to Taunton canal.

April 14th - A pub meeting at Limpley Stoke, near Bath. Another chance to walk along a canal with the added attraction of a big viaduct.

May 12th - Visit to Corsham Court, near Chippenham. The house and gardens are open to the public with the gardens at their best in the spring. Not to be missed.

June 9th - A pub meeting at Clapton-in-Gordano just off the M5 near Portishead.

July - No meeting due to the proximity of the Brittany Tour (somewhere around the 14th depending on Patrice's whim) and the Annual Rally at Oxford - have you booked yet!

August 11th - Pub meeting at the George Inn in Nunney, near Frome. This is an interesting and attractive village with the added attraction of Nunney Castle a short drive away.

September 8th - A visit to the Roman amphitheatre at Caerleon near Newport. This is a fascinating place and well worth a good turn-out. Easy to find just off the M4. Note that the Tredegar House Rally does not appear in the programme this year due mainly to the poor TOC numbers last year, also backed up by the results of the questionnaire. However, the rally is the following Sunday (15th), so there is still an opportunity to attend if you wish. Previous attendees will have already received entry forms but if you require one please contact Tony Malyon or me.

October 13th - A pub meeting at the 'Cat and Custard Pot' near Westonbirt. A pub full of character and close to Westonbirt Arboretum with an opportunity to see the autumn colours.

'Regulars' will receive monthly details by post or e-mail. Finally, if there are any more e-mail users out there, please let me know because it saves so much time and cost with the monthly letters.

John Ogborne, Tel: 01749 870501, Mobile: 07801 337187, Email: jogborne@cs.com

South Midlands section

April 27th - The Spring meeting is in the Vale of White Horse. Drive up Dragon Hill, pause by the disabled car park for photos, and carry on to meet in the main car park. Please let me know the numbers for lunch at the White Horse in Woolstone. In the afternoon we visit Ashdown House.

July 19th-21st - Please let me know if you can help as marshals at the Annual Rally. The duties will not be too onerous. Robin Dyke. Tel: 01865 858555 Email: jrobindyke@cs.com

Scottish section

MARCH 16-17th CCC (Scottish Section) dinner dance PERTH

APRIL 7th (Sunday) SWTVC autojumble & classic car sale STRATHCLYDE COUNTRY PARK

MAY 5th (Sunday) lunch run - start at Caithness Glass PERTH

SEPTEMBER 28/29th International Classic Motor Show, Royal Highland Centre, Edinburgh

You will no doubt notice that many of the above events are being run by other clubs - this is unavoidable unless we can "encourage" more of our section members to assist in developing our own calendar. With this in mind I am delighted to announce that the Club's Annual Rally will be taking place up here in the Perth area in 2003. Venue and date have still to be finalised but Andy and I have already started investigating possible venues. I have no doubt that as the workload increases, nearer the time, those of you who can assist in any way will get in touch. We already have one or two volunteers for which we are very grateful.

Retromobile, though still running as I write this, is just a distant memory now (I got back three days ago) I had so many Traction bits and pieces that French customs pulled me out of the queue for the plane and invited me to open my suitcase!!

I am sorry to say that, for me, this year's retromobile star did not wear double chevrons - the Mercedes flat-bed racing transporter (a faithful copy of the original 1954 vehicle) was outstanding in a beautiful blue finish and even carried Fangio's W196 Grand Prix car on the back.

The day after my visit to retromobile I took the train along with two friends to Chartres to view a Traction which was for sale and surprised both them and myself by making a purchase. So now I am frantically trying to find the best/cheapest method of bringing it to Scotland.

More of that in the next issue perhaps!!

Kenny Cocker. Tel: 01821 650436

Email: ken@hillfoot.fsnet.co.uk



UNE 8 CV

CITROËN

DE SERIE "PETITE ROSALIE"
A PARCOURU

300000 KMS

EN 134 JOURS A 93 DE MOYENNE
AVEC UTILISATION CONSTANTE D'HUILE YACCO DU COMMERCE
LE CHASSIS DE PETITE ROSALIE EST STRICTEMENT IDENTIQUE
A CELUI DES VOITURES LIVREES QUOTIDIENNEMENT A LA CLIENTELE

South African Spares

Below is a selection of spares in our consignment. There are further parts for Instruments, Dashboard, Lighting, Cables, Electrical, and other miscellaneous fittings. Full priced list in next issue.

	Total
Body Panels	
Boot lid large	7
Boot lid small	9
Spare wheel cover	7
Front wings: right	16
Front wings: left	11
Rear wings: right	20
Rear wings: left	20
Sets of front and rear door l/h (each)	12
Sets of front and rear door r/h (each)	18
Front l/h and r/h sets (each)	10/5sets
R/h door units	3
L/h door units	6
Door Fittings	
Door handles	12
Boot hinges	12
Window winder handles with escutcheon: complete	10
Window winder Escutcheon: new	31
External door handle locking English: new	6
Internal door handles: new	16
External door handles locking/non-locking French: new	20
Window winder handles	20
Door lock springs	10
Window winder mechanism all types	24
Driveshafts & wheels	
Output shaft nuts new	4
Wheel nuts brass new	20
Inner U joint without hole	8
Pilote hubcap spiders	10
Engine	
Cam shaft dogs new	20
Exhaust and intake manifold (as a combined unit)	10
Pistons 78 mm dome	
78 mm flat (4 per box)	6 sets
78 mm flat (2 per box)	3 sets
Sleeves with pistons dome (sets of 4)	6 sets
Sleeves with pistons flat (sets of 4)	3 sets
Exterior Trim	
Over riders » English	5
Cap for starting handle dog	4
Citroen boot badges	4
Wings remade grill	2
Second hand bumpers	10
Hub caps new	10
Hub caps second hand	8
Grills (10 very good)	10
Gearbox	
Gearbox casings/housings	20
Gearbox lock plate	14
Washer in front of lock plate	5
Gearbox key between 2 and 3 gear	12
Syncro spring new	40
Celorox washer gearbox	24
Splincol washer gearbox 2 gear	7
Circlip for rear main shaft ball race	6
Gearbox bush	6

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 10-12th** **2002 H-Van Rally**
Melpash Cricket Club, A3066 between Crewkearne and Bridport, Dorset. Contact Simon on 01308 488238 or www.hvanheaven.co.uk
- 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 1st - 3rd** **Enfield Pageant**
Contact Tony Latchford for information
Tel: 01245 328009
- June 14 - 30th** **The Midnight Sun Tour**
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. Members will need to contact me prior to booking the ferry in order to obtain the code for discounts. *Moira and Mick Holmes 0115 911 8218.*
- July 11-14th** **Brittany Rally**
Contact Tony Latchford for information
Tel: 01245 328009
- July 19-21th** **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. On Saturday there will be a convoy drive of about 50 miles (with a treasure hunt), a picnic lunch, a visit to an attraction 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.
*Further details from Robin Dyke.
Tel 01865 858555. Email: jrobindyke@cs.com*
- August 9-11th** **ICCCR USA**
The 12th International Citroën Car Club Rally will take place on the campus of the University of Massachusetts at Amherst.
See December/January 2002 Issue for more details or ring Graham Pitcher on 0208 360 9192
- Nov 9th-10th** **International Classic Car Show**
- NEC Birmingham

2003

- Date TBA** **TOC Annual Rally, Perth, Scotland**
Contact Kenny Cocker. Tel: 01821 650436
Email: ken@hillfoot.fsnet.co.uk



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

Traction Renaissance Services, Dennis Ryland
Woodholme, Frithwood, Brownhill, Stroud GL6 8AD
Tel 01452 771011

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

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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

1935/38 11BL Faux Cabriolet. Finished in stunning blue and ivory. Winner of several cups at 2001 National Rally, including best in show. Also won best in show at the Cotswold Classic Rally. Totally and beautifully restored and in immaculate winning condition. **£32,000.**

1952 11BL Small Boot. Maroon with black wings. This car has been mechanically and bodily restored during my 7 years of ownership but is regularly used and thus well sorted. It is a rare French built, right hand drive car, and is fitted with twin carburettors, stainless exhaust and unleaded cylinder head. **£11,500.**

For both of the above please contact John Aspinall Tel: 01922 721 272 day, 0121 358 1559 eve.

1955 11B. First registered in Madrid in 1956, this car has been owned by me since 1972. Originally M.137.425, now registered in UK as ABP 196L. Although fully resprayed in 1974, some minor work to bonnet and front wings now required to complete the paintwork. All interior fully re-upholstered, and chrome good. Will need some work to brakes. Garage space now required, so **£1,000** for quick sale. Ring David Shepard on 01243 869642. (Bognor).

1953 Lt15 (French Built, small boot). The car is complete, ideal for spares or a brave restoration. **£500.** For more information tel Mark Beeson on 01884 257513 (Devon).

For Sale. Traction 'Normale' Big Boot. Runs well, new brakes, very sound. Needs work. No time to complete, offers around **£1,500.** Located Normandy, France. Please phone Martin Vickerstaff 0033 233 657792.



1940 Traction Avant 11BL. Reg OJC 650. Paris built during German occupation. Pre-war body/Louvre bonnet, small boot. Pilotes (inc. spare). Ivory colour. Rare 'Volants Quillery' steering wheel. 12v converted, good all round condition. MOT'ed, Tax - a splendid runner. Owner often out of the country and a new baby means my car is now sadly ignored, so needs a

better owner than me. **O.I.R.O. £7,000.** Phone Nick Mackintosh on: Home - Perth: 01738 553342. Work - Algeria: 01372 867525. Always try home first to see if I'm in country.

1948 Legere bodysell 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.

PARTS FOR SALE

For Sale: Citroën Front Wheel Drive 12 & 15 models Repair Manual 1938/1950. Text and illustrations. Excellent condition **£25.** Keith Boyes Tel: 01482 631088 (Hull).

Various Items:

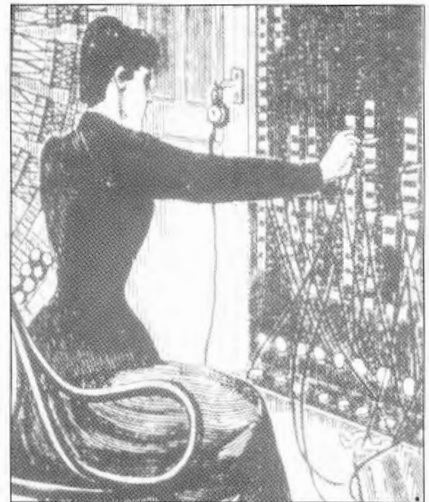
'Supless' luggage rack to fit small boot legere. A rare period item in original condition - **£250.** Gearbox, condition unknown but looks ok - **£250.** Chrome radiator grille for Light 15 in good condition - **£40.** Windscreen, complete for Legere/Lt15 - **£40** (rear and door window glasses also available). Black 2 spoke steering wheel for post war Franch car. Not cracked, but missing centre boss - **£10.**

John Aspinall Tel: 01922 721 272 day, 0121 358 1559 eve.

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

PARTS WANTED

Seats for a Big 15, bench style, are desperately needed for my 1954 Slough built model. They can be either in leather or artificial equivalent, any colour, but preferably wine red/brown, but must be in good condition. If you have any or know of anyone I would be very pleased to hear from you. Jerry Cooper 0207 254 7282 (London area).



tochelpine

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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 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 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

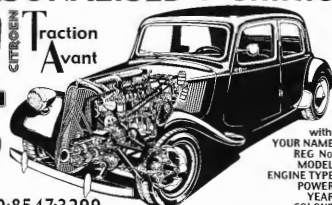
PERSONALISED T-SHIRTS



Traction Avant

ABC 123

£15-£19 p&dp



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february/march 2002

Floating Powers

