

april/may 2002

Floating Power



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As it is impractical for us to verify the accuracy of information and advice given in this magazine, neither the Traction Owners' Club nor officers and members thereof selecting or contributing any material, accept any liability for any error, omission or inaccuracy therein.

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Editorial

The boys and their toys! The front cover photograph says it all really. The sheer excitement of receiving a container full of old car parts was almost too much for our bunch of willing volunteers when it arrived after its long journey from South Africa. See page 4 for details of the first opportunity to purchase some of these parts and pages 6 to 8 for the full story.

The spring sunshine has appeared and Traction's are now emerging from their winter hibernation. A full check over, greasing, oil change and good polish will see many out on the road again after several months of inactivity. I'm looking forward to getting my 11BL back soon after a bit of professional attention to blistering paintwork. At our local village pub there is a regular monthly VSCC meeting on the second Tuesday evening of the month and the Traction always creates some interest. These events attract some rare and exotic machines many of them still in original condition and still competing in trials, races and hill climbs. Stanley Steamer, Bugatti, Railton, Lanchester, Amilcar, Fraser Nash, Bentley, Citroën. It is a delight to see, smell and hear them on the move, especially at an old English pub with a pint in your hand and the chestnut trees and the cricket pitch in the background. These meetings take place all over the country. Contact VSCC for details of a meet near you.

Robin Dyke informs me that entries for the Annual Rally have been coming in steadily but that he is still expecting some regular faces to register. The application form is again reproduced in this issue so if you think you would like to attend, it is in your best interest to register soon as the village hall on the Saturday evening can only accommodate 100.

Finally, your membership renewal form is enclosed, so please be sure to send your payment straight away to help us reduce the extra administration and cost involved in sending out reminders.

Copy date for next Issue: 1st June 2002

Front Cover



Boyz Toyz

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Chairman's Note

April 2002

Paul De Felice

I am very pleased to announce that after some 18 months of negotiations, the South African Spares finally arrived at Chichester on 24th March 2002. My heartfelt thanks go out to Steve Reed, Bernie Shaw, Tony Hodgekiss, Roger Dyer, Peter Simper and John Gillard who as part of the team all helped in their various ways, enabling the TOC to reach the goal of a once-in-a-lifetime opportunity.

My thanks also go out to our able team of helpers who gave up their Sunday to help unload and whose enthusiasm and camaraderie were a pleasure to see and made the whole project very worthwhile.

The spares we have obtained will give the Club an exceptional base of good second hand body panels, together with new parts previously unavailable, which will be a tremendous help to numerous members restoring and maintaining their vehicles.

Frank Grant and Lynda Ogborne have both agreed to jointly take on the storage and collation of the Club Archives, with Frank specialising in Old Technical Articles and Club history, and Lynda dealing with the administrative / committee archives. Frank Grant and John Ogborne have also agreed to produce a booklet of a collection of old technical articles that will be made available to members.

Frank also intends to scan the original 4 & 6cyl workshop and parts manuals which again will be available to members. Permission from Citroen in Slough is already being sought prior to copying the manuals.



A load of rubbish from the Chairman!

South African Spares

Spares open day

Sunday 26th May 2002, 10am - 4pm

All members are welcome to come down to our Chichester spares operation and see first hand our cache of spares, which I am sure you are all looking forward to seeing. You may take away any body panel or parts that you require, so bring your cheque books along, have a coffee, meet other members and enjoy yourselves rummaging amongst the spares.

To be fair to all members, parts at this stage are on a first come first served basis and we are at this stage limiting purchases on the day to only enough parts for each member to restore one car, i.e. a maximum of 4 doors, 2 front wings, 2 rear wings, 1 grille, 1 boot lid etc per member. This limit on purchases is only intended for the good of all members and to stop all the best panels disappearing in the first hour!

Please let Chris Teagust know if you are coming along on the Open Day.

Tel: 01243 511378

Directions to Chris's place as follows:

Take the A27 along the south coast. At Chichester take the A286 heading south (signposted to The Witterings). Travel for exactly 3 miles along the A286, then turn right into Sidlesham Lane (signposted to Admodlington & Sidlesham).

Travel along Sidlesham Lane for 1 mile, then turn right into First Avenue. Chris's place is about 400yds on the right (just past New Place Nurseries).



Who left that door open



Making light work of it

FBHVC News

Compulsory Insurance Regulations

In a letter dated 15 January 2002, the Dept. Transport Local Government Regions (DTLR) has confirmed that vehicles on static display at shows do not come within the scope of Statutory Instrument 2000 No. 726.

Road Traffic Act (RTA) insurance is, however, definitely required for any situation where a vehicle is being used in a place to which the public is admitted. That means that any vehicle taking part in an event where it will be moving under its own power, even if it is simply being driven off a trailer to move into position as a static display, must be covered by motor insurance: public liability cover alone is not good enough. FBHVC is working with the Motor Sports Association to ensure that competition vehicles being moved in paddock situations are not compromised.

The same letter from DTLR also goes on to confirm the position in respect of unlicensed drivers and vehicles without MOTs as reported in our last newsletter. Provided there is a policy of insurance to Road Traffic Act standards in place covering the person driving the vehicle concerned, under age or unqualified drivers may continue to drive their vehicles in public 'off-road' locations, such as arenas, show grounds and rally fields. Vehicles without MOTs may also be driven in such locations providing RTA insurance is in place.



3 speed box



Old boots

Membership Direct Debit

Currently less than 25% of the membership use this facility. There has been a disproportionate amount of administration work mainly caused by members bank account closures and changes. It has often been difficult to reconcile our records.

The committee have reviewed this issue at meetings on the 5th December and 7th February 2002 and a unanimous decision was made to discontinue this method for subscription payment with effect from the end of the current subscription year on the 31st March 2002.

Please accept our apologies for any inconvenience this may cause but we trust you will understand our reasons.

Subscription renewal forms for the next year 1st April 2002 - 31st March 2003 are enclosed with this issue of Floating Power, please make payment by either cheque or credit card.

Peter Riggs
Membership Secretary

New Members

- 1753 L. Steven, Redhill, Surrey
- 1754 J. Carmichael, Kingston-upon-Hull
- 1755 G. Carolan, Congerstone, Leicestershire
- 1756 B. Atkinson, Abingdon, Oxon
- 1757 J.G. Willis, Old Hull, Warrington

Health Warning

The Italians drink red wine every day and also consume a lot of oily foods and carbohydrates, but suffer fewer heart attacks than the English or Americans.

The French drink huge amounts of red wine and eat lots rich fatty foods but also suffer fewer heart attacks than the English or Americans.

The Spanish and Portuguese drink lots of cheap red wine and eat spicy, salty, and fatty foods but still suffer far fewer heart attacks than the English or Americans.

The Japanese drink whisky, eat very little fat (except for endangered whale fat), smoke like trains, work with frantic levels of stress and still suffer fewer heart attacks than the English or Americans.

The Chinese also smoke like crazy, drink almost no red wine, eat lots of fatty fried pork and duck, live in intolerably overcrowded cities, and even they still suffer fewer heart attacks than the English or Americans.

Conclusion:

Eat and drink what you like - it's speaking English that kills you.



Out of Africa...

Bernie Shaw writes

Many years ago England was a proud car manufacturing and exporting nation. We were famed for supplying India and Pakistan with Austin and Morris motor cars - but other colonies had more taste and they wanted the Slough built Light 15. One such outpost of the Empire was South Africa. Despite dirt roads and enough airborne dust to choke the best oil-filled air filters, time and weather was kind to those vehicles that found their way there.

In the sixties, when such cars were no longer the objects of desire they once were, one chap (there is always one) kept buying broken down and abandoned vehicles to keep his own beloved Light 15 on the road. Over the years his hobby became a passion and is today the centre

of all things Citroën in South Africa. It covers all models - but especially Tractions - and his home is the centre of the South African Club, The Citroën Traction Register, with its own Clubroom for regular meetings.

So who is this person? He is Stephen le Roux (and for those who do not speak Afrikaans, the nearest equivalent to "Le Roux" in English is "Annells"!). As with every great man, there is always somebody behind. For most of us that somebody is usually complaining that the kitchen needs decorating or the lawn needs mowing. In Stephen's case that person is his wife Joyce but then Joyce is as much part of the organisation as is Stephen himself (so he probably gets away without decorating or gardening).

Some time ago Stephen decided to "rationalise" his collection of second-hand parts. He approached the TOC to see if we were interested and it must be admitted that in the beginning the interest was, at best, minimal. However, as time progressed and more detail was learned the interest grew and the Committee agreed to investigate officially. Fortunately Roger Dyer was due to visit South Africa on business in October 2000 and agreed to make a detour to see precisely what was on offer. Roger was impressed with what he saw and so the committee agreed to try to make a deal.

SHORTLIST

The task was bigger than many had anticipated - Stephen had supplied a list of over 300 different items so a sub-committee was formed to work through the list, decide which parts were of interest to the TOC and put a notional purchase value on those items. This group, consisting of Tony Hodgekiss, Steve Reed, Chris Treagust, Pete Simper and John Gillard met several times. They were selective, generally choosing items specific to Slough cars (Lucas electrics, chrome grilles etc) or other parts that are becoming more difficult to obtain (such as good second-hand body panels). By January 2001 they had produced a shortlist with a total value. As luck would have it, I was due to visit South Africa on business in February and so I took our list and offer in order to open the financial discussion with Stephen.

Stephen was (and is) still running a business so by this time we sat down in February 2001 some of the original stock figures had changed, but not greatly.





He would also have liked us to agree to take all the (still available) parts on his list in order to increase the total value of the deal. The outcome of our discussion was that Stephen was relatively satisfied with our initial proposal but really wanted a bigger package. He agreed to provide an updated list showing current availability and the TOC would review their requirements and offer. Deal or no deal I spent a very pleasant day with Stephen and Joyce whose hospitality was wonderful.

The revised list was received and a new offer submitted. Stephen again asked us to

take more to make the deal worthwhile for both parties. He wanted to sell more and the more we put into the container, the more we could spread the transport costs. There were also complete (but in need of restoration) cars which we were asked to consider but the Committee felt such a speculative purchase would not be in the best interest of the TOC. Eventually, after more discussion various other parts were added to our list and a final deal was struck and confirmed in December 2001.

Unfortunately, Christmas is a long (summer) holiday in SA and so nothing much happened for several weeks. In

January we learned the container was arranged and things were again on the move. I had to go back to Port Elizabeth in February this year but on this occasion I could not spare the time to detour and travel to their premises. However, on the 22nd February I spent a pleasant few hours between flights in a bar at Jo'burg airport where Stephen and Joyce had come to meet me. They confirmed that, as far as possible, all the items we had requested - and more in some cases - had been packed and had left their premises the week before. I was given a number of photos of the packing operation.



... & into England



ARRIVAL

The container finally arrived in the UK in mid March and on Sunday 24th fifteen volunteers assembled at Chris Treagust's premises to unload. As well as Chris, there was Alec Bilney, Robin Dyke, Paul de Felice, Tony Hodgekiss, Tony Latchford, Tony Malyon, Steve Reed, Dave Shepherd, Nigel Wells, John White (with official photographer, Helen), James Yates, Andy York and myself.

You could have cut the atmosphere with a knife as the seals were broken and the container was opened. The excitement turned to stunned silence as we stared into the back of a half-empty 20 foot container, but as we realised the professionalism and care with which the precious cargo had been packed, the initial panic turned to joy. Within seconds four of us were in the container fighting with wooden cases and ropes and minutes later our treasures - doors, wings, windscreens not to mention hundreds of little bits in boxes - started to emerge. We only had three hours to unload the trailer if we were not to incur additional costs. We did it in about two. By lunchtime all the parts were laid out for inspection and cataloguing. The look on the lorry driver's face will haunt me for a long time. He could not possibly understand why this group of seemingly normal human beings should be so happy with a pile of old car bits from South Africa when any UK scrap yard could undoubtedly offer a much better selection and in colours other than black!

After a pub lunch we returned to classify body panels and then put everything into the new area Chris had prepared. Without doubt Stephen had done us proud. We all agreed the parts were as good as, if not better than, we had dared hope. In addition, where Stephen had increased some quantities to make up for other shortfalls, the increases were generous. The Club now has an excellent stock of panels and other parts to see us into the future.



NEWS EXTRA

Bullet-ridden car door will draw fans to spy memorial

THE West's smallest museum took delivery yesterday of a new exhibit which is set to become a big draw.

For the bullet-ridden door of the car in which secret agent Violette Szabo fought her last gun battle has arrived at the museum dedicated to her memory.

Historian Howard Tuck, who tracked down the car to a remote part of France, handed over the door and glove compartment to museum founder Rosemary Rigby. Soon he hopes to retrieve the rest of the car from its resting place in France.

The new acquisition will catapult the mini-museum into a different league and the curator is delighted. She spent years raising £22,000 to create a fitting memorial to the first woman awarded the George Cross.

Ms Rigby says she believes it will bring even more visitors to the museum in the village of Wormelow, near Hereford. For the film *Charlotte Gray*, which tells the tale of the female British spies parachuted in to France to help the Resistance movement, has sparked new interest in Violette Szabo.

Ms Rigby, who lives in the Herefordshire country house called Cartref, where Violette spent many happy times with her aunt, uncle and five cousins, has had calls from all over the world since the film was released.

Many have been inspired to find out more about the female secret agents who worked behind enemy lines. They have been inspired by the amazing real-life story of the brave young woman who was executed for refusing to reveal her secrets to the



By Janet Hughes

Germans. Thanks to the *Charlotte Gray* Hollywood blockbuster starring Cate Blanchett. Ms Rigby is now expecting a busy summer at the small stone building with slate roof at the bottom of her garden.

Until recently the museum was so low key that she let visitors into her own house to use the toilets. One of

her favourite exhibits was a wedding day photograph of a blissfully happy Violette and her husband Etienne, a captain in the Foreign Legion.

But the car from which Violette fought a gun battle with the Nazis before being injured and captured in a wood is set to create massive interest and catapult the mini-museum into a different league.

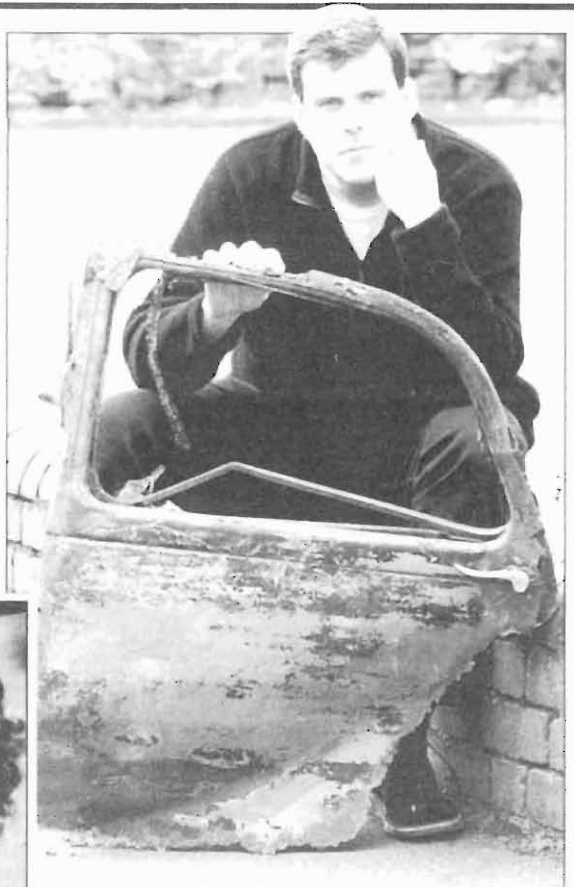
A Violette Szabo walking trail has already been created for the hundreds of fans who turn up for annual picnics in the grounds of Cartref to remember the heroine's life and daring deeds. In May Mr Tuck will return to France in a blaze of public-

ity to retrieve the rest of the car, which he is confident can be restored and placed at the house where Violette stayed in the weeks leading up to her last fatal mission.

"The museum may only be one good-size room but for me it's a dream come true," said Ms Rigby.

"Violette has many devotees, who have donated documents and letters and the interest in her is endless.

"But the film has created even more interest and I am getting calls from all over the world. Once we get the car back complete, I'm sure there will be more and more people coming here to see it."



Heroine remembered: Historian Howard Tuck with a door from the car in which British spy Violette Szabo, left, was shot by Germans

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CITROËN

toctech



volume 2

Modifications **2**
Part 2

- 6v - 12v Conversion
Continued



Traction Electrics - Are they your Weakest Link?

PART 2: "THE TIME HAS COME THE WALRUS SAID TO TALK OF MANY THINGS - OF CRIMPS AND CLAMPS AND BATTERY BRAIDS, OF TERMINALS AND RINGS" - WITH APOLOGIES TO LEWIS CARROLL.

INTRODUCTION

Part One of this article dealt with the basics of vehicle wiring; this second and final part covers the practical aspects. Part 2 is more specific to the 6 volt French Traction; the diagram assumes that the car is fitted with French style flashing indicators, lights, instruments and general layout. However, whilst most of the content is equally applicable to the Slough 12 volt vehicle, perhaps there is a TOC member who would like to contribute a follow-up article in similar style for British cars.

THE WIRING DIAGRAM

1. The diagram has been split into two sheets for clarity, with connections between Diagrams A and B clearly shown. Diagram A covers interior components whilst Diagram B deals with the exterior and under-bonnet components.
2. Each wire has been assigned a number shown in a circle. The numbers have no significance other than that they are unique and show the order in which the wiring was carried out. Note that certain numbers in the sequence are missing; again this has no significance.
3. Wire sizes are indicated by a figure in mm^2 alongside each wire. Note that 3.0mm^2 is used as it has now largely replaced the old standard of 2.5mm^2 . However, 2.5mm^2 is entirely adequate if preferred.
4. Negative connections to the chassis (see text) are shown but have not been assigned numbers - use 3mm^2 (or 2.5mm^2) wire.
5. Wire sizes assume a 6 volt system. For 12 volts the sizes may be reduced, although it is only recommended to reduce the 6mm^2 to 3mm^2 and to keep the other sizes the same.
6. The rear terminal block shown on Diagram B is cunningly located at the level of the parcel shelf behind the back seat on the left hand side. Access can only sensibly be gained by removal of the seat.

TO CRIMP OR NOT TO CRIMP? - THAT IS THE QUESTION

Hamlet may have had bigger things on his mind, but discussions about crimping often produce a significant rise in blood pressure. In the March/April 2001 issue, Alec Bilney wrote an excellent article on the question of 6volt to 12volt conversion and of the importance of good, clean, solid connections. Hear hear! However, on the subject of crimping I find myself more in agreement with Chris Bailey of California whose letter was published in the August/September 2001 issue. Soldering gives an excellent result in the short term but is not the solution for long term reliability.

The problem with soldering stranded wire is that solder 'wicks' up the strands and produces a stiff section which usually extends well beyond the point where the wire is supported by its terminal. Under vibration (and who can deny that there is vibration under the bonnet of a Traction!) the wire flexes at the point where the solder 'wicking' stops and very soon fractures. Unfortunately the fracture, supported by the insulation, often continues to make intermittent contact rather than failing completely thereby producing the most elusive of faults. Soldering is an excellent technique where the wire is supported beyond the point that the solder has 'wicked' or in situations with little or no vibration but, generally, crimping is best. For example, you will not find soldered joints in the wiring looms of aircraft where reliability is a safety critical feature.

So the answer is to crimp - but to crimp properly. This means using the right size crimp terminal for the wire, a good quality crimping/stripping tool and a little practice. Standard pre-insulated crimp terminals come in three colour-coded sizes; red (0.65 to 1.5mm^2), blue (1.5 to 2.5mm^2) and yellow (3.0 to 6.0mm^2). There are rings, forks, blades (male and female), bullets (m&f) and pins, but for the French Traction plus a fuse box you will only need rings and blades. A better, if more expensive, 'heatseal' crimp terminal is also available that gives excellent support to the wire and produces a really professional job.

Crimp tools vary in price from a few pounds up to several hundred pounds for one that is up to aircraft industry standards. The basic ones are perfectly adequate provided that care is taken to prepare the wire properly and to apply sufficient pressure to close the crimp to its correct deformation. Many tools incorporate a wire stripper but it may be necessary to use a separate one. Again, wire strippers

vary from the cheap and simple to the sophisticated and expensive but, with care, the cheap ones yield perfectly acceptable results.

A typical crimp terminal looks like this with the pre-insulation removed.

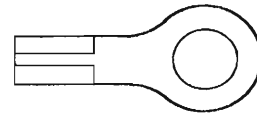


figure 1

Strip the wire such that there are just sufficient bare strands to fill the barrel section of the crimp. Twist the strands, slip on the wire identification sleeves and insert the wire into the crimp, ensuring that the insulation butts up tightly to the barrel; the strands should be visible as they emerge at the ring end. The diagram shows this with the pre-insulation removed for clarity.

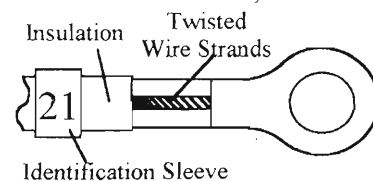


figure 2

Finally apply two crimps - one to crimp the conductors and one to support the insulation. Apply the crimp tool half way along the conductor barrel and half way along the insulation support section. The crimp tool must close fully in each case to ensure the correct closure of the crimp. Finally give the wire a tug to ensure that it has been properly secured.

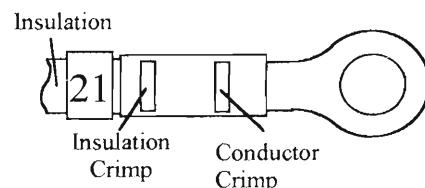


figure 3

NEGATIVE CONNECTION POINTS

Standard Traction wiring in common with all cars relies on the metal of the bodywork to provide the negative return connection to the battery. Unfortunately the ravages of time, and rust in particular, cause a less than perfect connection and a subsequent power loss. Consequently it is best to provide a solid negative connection in the form of a wire. However, the main body of the car and anything welded to it can still be relied upon to provide a low resistance path and so it is only necessary to establish a number of 'local' negative connection points referred to as 'chassis terminal' on the diagram.

A suitable position at the front of the car is adjacent to the offside and nearside terminal blocks under the bonnet on the 'jamboneaux'. It is less convenient at the rear but a reasonable position is at the top of the side panels inside the boot - one each side. Drill a 6mm hole and clean the surface down to the bare metal around the hole. Fit an M6x25 nut and bolt plus washers and tighten fully. There should be sufficient thread left for a number of 6 mm ring terminals to be secured between washers by a nut and lock-nut. Touch up any visible bare metal around the area to prevent rust. For the front terminals it is necessary to remove the access panels in the 'jamboneaux' to allow the bolt to be fitted and to clear out drill swarf.

An additional negative terminal is required for the main battery connection. Battery braid cables are available ready made in various lengths and come complete with 8 mm ring terminals on both ends or with a ring on one end and a battery connector on the other. One of each type is required. The most convenient place for the chassis terminal is about 150mm below the brake cylinder and just above the access panel. Use an 8mm bolt, nuts and washers.

The ring-to-ring braid connects between the new terminal and one of the bolts securing the timing chain cover at the back of the engine - awkward but possible with patience. The other braid runs from the timing chain cover bolt to the battery. Ensure that the braids are long enough to allow for movement of the engine on its mountings.

FUSE BOX

Fuse boxes come in various shapes and sizes but a straightforward 8 way surface mounting box designed to take blade fuses and fitted with 6.3mm spade connectors is suitable. The most convenient position, bearing in mind its electrical position within the circuit, is under the dashboard immediately behind the steering wheel. There is vacant space on the bulkhead and it is simple to drill the fixing holes and secure the box with a couple of screws and nuts.

WIRING SEQUENCE

One of the advantages of the French Traction is that it is possible to re-wire the car in stages. For example:

- Charging, regulating and battery circuits
- From each of the under-bonnet terminal blocks to the front lights and horns
- From the rear terminal block to the rear lights
- From the under-dashboard terminal block to the interior and parking lights
- Everything else

The ideal solution of course is to take the car off the road, strip out the old wiring and start from scratch.

Number each wire at both ends as you make the connection - remember to put the identification sleeves on the wire before the crimp! - and mark up the diagram with the numbers as you go. Run the wires in bundles and when a group is complete bind them with non-adhesive plastic tape to create a cableform. Secure the ends with adhesive tape. Self-amalgamating tape can be used but it is very difficult to remove should modifications be necessary. Always leave some slack in the wire at the point of connection; this allows for a small amount of movement for strain relief and for the connection to be remade if necessary in the future.

One of the more difficult tasks involves running wires from under the dashboard to the rear of the car and to the interior light. The simplest way is to detach the roof lining along the driver's side. The lining is secured by a row of teeth fixed to the bodywork and it is a fairly simple matter to release it by inserting a small screwdriver or similar tool between the beading and the lining. By catching the lining fabric and pushing upwards it is possible to release it with the minimum of damage, although great care will be necessary if the lining is very old. The existing wiring is then revealed running along above the doors and replacement is straightforward. With a little patience it is possible to feed the wires up behind the metal trim at the left hand side of the windscreen, although removal of the trim makes it much simpler. Replacement of the roof lining is the reverse of removal but with care taken to ensure that it is correctly and evenly tensioned.

MATERIALS AND COMPONENTS

A tedious but essential part of the process is estimating quantities of materials and components. As cars vary from one to another it is difficult to give a definitive parts list, particularly with respect to connector thread sizes, so the only solution is to measure them all. However, for guidance, the following list may be useful.

4mm rings	50 off (20 red, 20 blue, 10 yellow)
5mm rings	100 off (30 red, 50 blue, 20 yellow)
6mm rings	10 off yellow
8mm rings	10 off yellow
6mm spades	40 off (10 red, 20 blue, 10 yellow)
6mm 'stationary' spades	3 off (2 off '2 into 1', 1 off '3 into 1')
<i>(for connecting several wires to one fuse box blade)</i>	
40 mm ² Battery clamp	1 off
8 mm/40 mm ² ring for starter	1 off
1.00 mm ² cable (black)	50m
3.00 mm ² cable (black)	50m
6.00 mm ² cable (black)	15m
40 mm ² starter cable	1m
Ring to ring braid	300mm
Ring to battery clamp braid	300mm
8 way fuse box	1 off
Cable markers	As required
Cableform tape	2 reels
Fuses	See diagram

Note that fuse values given in the diagram are for a 6 volt system. The table shows equivalent values for a 12 volt system.

6 Volts	12 Volts
5 amps	5 amps
10 amps	5 amps
15 amps	10 amps
30 amps	15 amps

It is also advisable to fit an isolation switch on the battery connection. Depending on the type chosen this may affect the type of termination required on the battery cables.

THE LIGHT FITTINGS

Monsieur Citroën's light fitting designers do not strike me as being up to the same standard as those who designed the rest of the car - bizarre seems to be the best word to describe some of them. The indicators and rear lights are particularly idiosyncratic and prone to poor connections. However, a few simple modifications can be made that result in a significant improvement.

INDICATORS

As clear indicators are a necessity in modern traffic it is vital that the connections are solid and reliable. The original design is mostly of steel with a rather flimsy brass pin and spring assembly for the centre contact; the connection relies on contact between the brass pin and the steel frame. This seem to be the one occasion where soldering is unavoidable!

Begin by removing the fitting from the vehicle. For the negative connection solder a flying lead of 3mm² wire about 150mm long directly to the steel frame just below the bulb barrel holder. For the positive connection solder a short piece of wire between the back end of the brass pin and the frame into which the pin fits; this bypasses the intermittent contact between the pin and the frame. A second similar flying lead forms the positive connection and is soldered to the back frame at the same point as the short wire. Feed the leads through the hole in the base of the fitting and use bullet connectors to connect the flying leads to the wiring system.

To minimise the effects of solder embrittlement, leave some slack in the wires within the light fitting and ensure that they are not under any stress. Soldering to steel can be problematic but careful cleaning to expose bare metal and the use of a little extra flux normally produces good results. The brass should present no problems. Clean the steel frame where it makes contact with the barrel of the bulb and the end of the brass centre contact. Make sure that the insulation between the positive and negative parts of the fitting is intact.

The design of the fitting is such that much of the light is lost within the murky depths of the fitting itself. A simple reflector makes a huge difference to the efficiency of the light. Using tin snips, cut out the shape shown below from a piece of tin plate - biscuit tin lid is quite good. Fit the reflector onto the barrel of the bulb before inserting it. Even better results will be obtained by covering it in crinkled-up tin foil. *See figure 4 below*

Whilst not maintaining originality, the fitting of orange lenses all round provides a solution that is consistent with current standards for indicators. Other drivers do not expect to see red indicators to the rear or white ones to the front and can easily misinterpret signals as brake lights or side lights. Orange lenses are available from club spares.

REAR LIGHTS

The festoon bulb arrangement found here is best abandoned altogether and a conventional double filament stop/tail bulb fitted. The main problem is obtaining a suitable bulb holder, but a visit to a scrap-yard and the location of an early Rover 400 solves the problem. There may well be other similar holders available but the Rover one is an almost perfect fit. Strip down the Rover holder so that it comprises the holder itself, two flying leads and a pair of lugs. Make up two small angle brackets to enable the holder to fit into the lower of the two festoon connections using self-tapping screws. The diagram (*Figure 5*) shows a top view of the arrangement

Make the negative connection by means of a ring terminal under one of the self-tapping screw heads and use bullet connectors for the two positive connections to the bulb holder. Finally, using the same techniques as for the indicators, make a simple rectangular reflector to fit behind the bulb and holder.

IN CONCLUSION

Given the right wire size, good connections, a few simple modifications and a not insignificant amount of patience, it is possible to make the Traction 6 volt system as good as a 12 volt one. The only remaining reservations are that the starter motor remains sluggish and that 6 volt accessories are hard to come by. On the plus side, whilst certain compromises have to be accepted, authenticity is more or less maintained. Whichever route you decide to take, I hope that this article has provided at least a few pointers that will help you in any re-wiring tasks and render the road ahead not quite so much of a mystery.

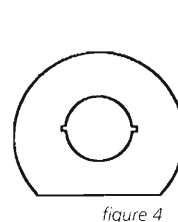


figure 4

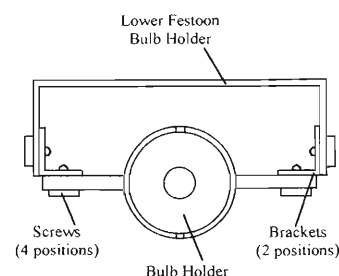
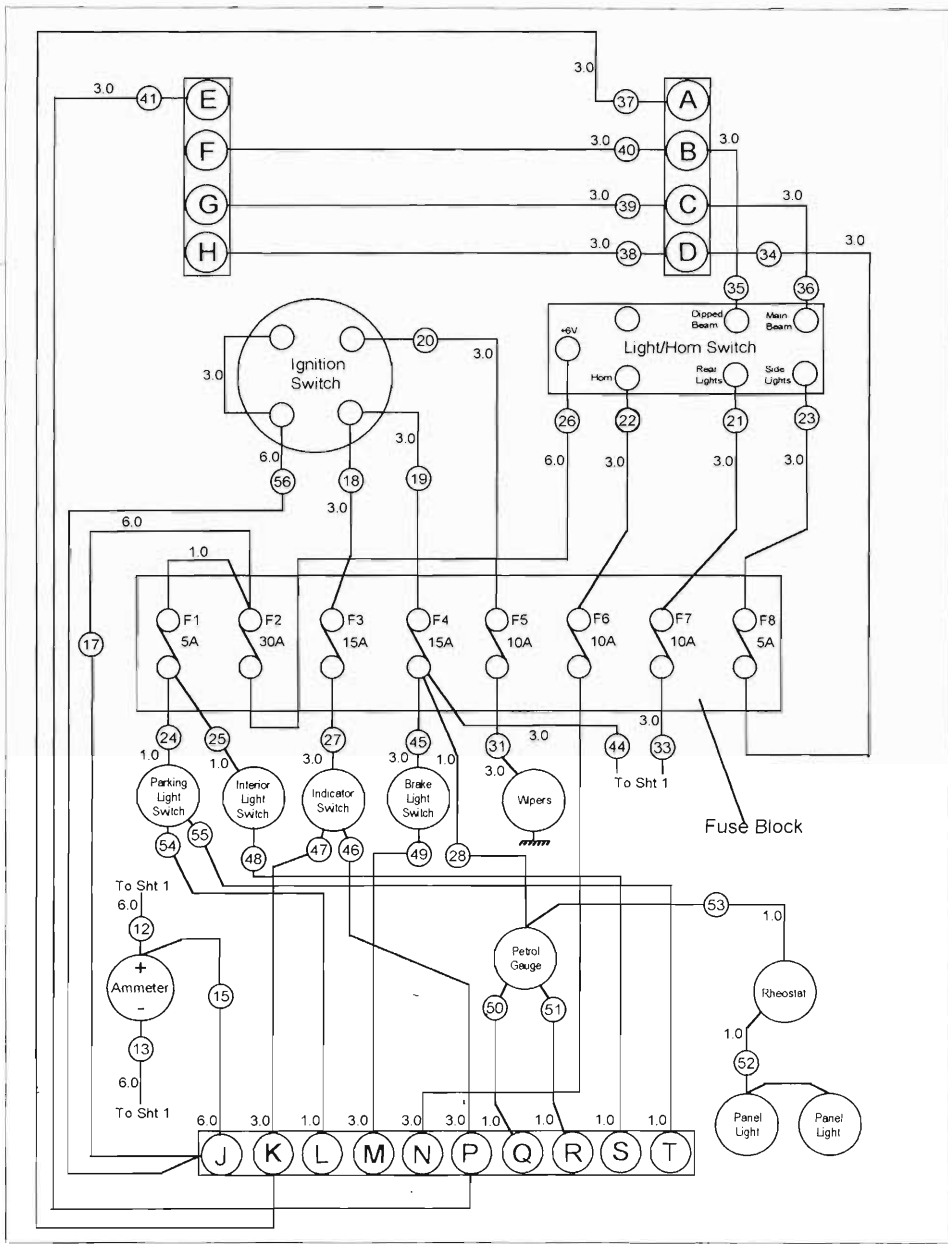
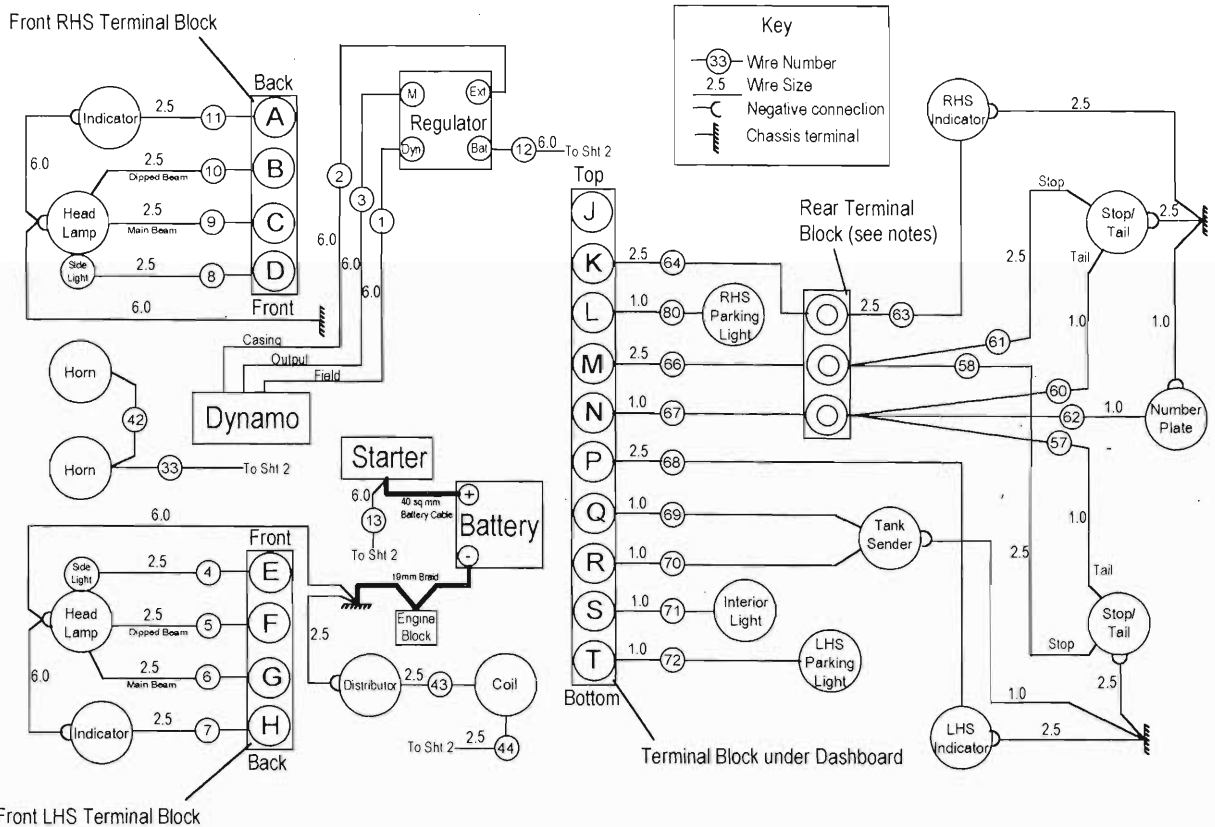


figure 5

A



B



Sleeves and Pistons

Only one contribution for this issue and it is by e-mail from John Lane in North Carolina

I joined about three years ago and have enjoyed the high quality magazine published by the club. Much better publication than any other I receive. My point in writing is to advise you that I continue to be a member mostly for the technical articles received in the magazine. Although I enjoy reading about the social events, it is highly unlikely that my wife and I would make it to Great Britain to attend and, even if we did, bringing our Tractor along would not be practical. With that said, some time ago I remember reading that there was consideration being given to compiling the technical articles that have been published in the past and offering them on a computer disk or CD ROM. Should this move forward I would be very interested in purchasing one.

Another item that would be quite helpful would be for the Helpline to be offered via e-mail. The time difference alone makes it impractical to telephone and, with e-mail, the receiver could take their time in digesting the question and then respond when convenient. The technical problem that I am facing is replacement of the sleeves and pistons on my 1955 11B, big boot. I want to do this with the engine in the frame and wonder if that is possible - practical - or just not a good method? I have a new set of sleeves with the slightly domed pistons and have been told that a slight modification to the cylinder head might be needed to provide clearance for the dome on one side. Naturally I would welcome suggestions or advice from someone who had done this before. I believe I must have been deleted from the Chat site as I receive nothing via my home e-mail address M1H3L@juno.com. This is a text only service - no pictures or attachments.

Thanks for listening.

John E. Lane

5300 Kathryn Blair Lane

Charlotte, North Carolina 28226 USA

 **A number of useful points come out of John's letter.**

Firstly Mick Holmes might like to comment on the idea of the Helpline being available by e-mail.

Making technical articles from past issues of Floating Power available has been suggested several times in the past but it is now receiving renewed attention (see page 19). The current proposal is to extract the articles and compile them into a series of booklets addressing individual topics - engine, drive shafts, gearbox, electrics, body work etc. Members could then purchase them as required for a sum sufficient to cover production costs. This will clearly take some time, but the plan is to make a start later this year and aim to complete the initial task within a twelve month period. It would be useful to know how much members would be willing to pay for each booklet; some may run into more than one per topic but the likely format is 8 or 12 sides of A4 in a stapled booklet. Re-issues or addenda would be compiled on an annual basis.

Slightly more ambitious is to scan the articles and record them onto a CD. This should present few technical problems although investigation is required to determine the best format. It will only be practical to scan articles as images as the effort involved in 'OCR-ing' them and dealing with the pictures and diagrams would be prohibitive. Some experiments are therefore needed before proceeding with this scheme to determine how much can be squeezed onto a CD and what format and compression technique is to be used.

Answers to John's question and any comments on the above proposals would be very welcome. *All correspondence to John Ogborne - address above.*

FBHVC - Valves and Seats

The item on valve seat inserts in a recent FBHVC newsletter raised some interesting questions, and Dr. Matt Vincent has written as follows:-

Care is certainly needed when using exhaust valve inserts, and the relative hardness or wear resistance of insert and valve materials is important. The material traditionally employed for exhaust valves has been 21/4N for very many years. so this is not only well proven, but is commonly encountered. It seems wise to choose an insert material which can be used with this type of valve steel. Some of the very hard inserts are not really suitable for 21/4N, in which case stellite facing is needed. However, this represents an

additional expense which should not be necessary if certain insert materials are chosen.

The sintered metal type of insert is used by car manufacturers by the tens of thousand, together with traditional valve materials such as 21/4N, so this combination can certainly be expected to be satisfactory in service.

Brico Engineering of Coventry was a major manufacturer of these inserts. This company now forms part of Federal Mogul Sintered Products Ltd, and Brico inserts are still available from them. Discussions with this company indicated that their material specification 3200 is recommended for use with 21/4N exhaust valve steels. This

material is of the type combining good corrosion and wear resistance with a high copper content for good heat transfer properties, and hence lower exhaust valve temperatures.

One problem for potential users of sintered metal inserts is that manufacturers are set up to supply thousands of similar components to the engine manufacturers, and are not keen to make individual items for classic car engines. However, there is a firm in Coventry, Chesman's, who are able to machine seat blanks to size. This company uses Brico inserts and has a lot of experience with fitting seat inserts to a range of engines. They can be contacted on 02476 689665.



SPG 321 at home with the proud owner

My First Year as a Traction Owner

By Andrew Rolph

After a year's ownership of my car, I want to share my experiences with other owners. Maybe it will encourage others to contribute their stories too.

On reflection, it occurs to me that quite a lot of the "experience" happened in the year before I became an owner!

Actually, I think of myself more as a custodian than an owner of my Citroën "Light 15" - a Slough-built big boot model from 1952/3 [SPG 321], as old as me. I'm fairly clear in my mind that she should outlast me, and that it's my responsibility to keep her in "good nick" for her owners yet to come - as well as for others to enjoy seeing her when she's out and about in my local lanes. As long serving members of the TOC - Fred Annells and John Gillard - have told me, the history of my car in the Club goes back a bit. In fact, her photograph appeared in the very earliest issues of *Floating Power*. So it's my job to make sure she has plenty more history in front of her.

FIRST STIRRINGS

So why do I have this car? I'm not a natural motor car enthusiast, I'm no mechanic either! It started with the simple idea, a few years ago, that it would be fun to have a car just like the one I grew up with. That happened to be a 1956 Morris Oxford Series II, but it didn't take me long to find out that: [a] my wife wouldn't be seen dead in one, [b] they're not that easy to find or source parts for, and [c] they have no "caché" in the classic car world.

But, even more important than these things, a moment's thought made me realise that, unmechanical as I am, it would be very sensible to own something in which someone close to me would take an

interest if the vehicle ever became "ill", which I anticipated was quite likely! Conveniently, my brother, without knowing it, had been cultivating himself over many years for such a role - "Rolph family honorary Citroën engineer" - having owned and maintained a range of Citroën models himself, including BXs, a CX, DSs, Dyanes and 2CVs, and having practised the "black art" of car maintenance from his teens.

So, the idea of owning an "old" Citroën was born, but quite why we alighted on a "Light 15" I can't be sure now. Perhaps it was because, in his response to my initial enquiry - "What do you have in the way of SMs, DSs and Traction?" John Gillard of Classic Restorations sent me a stock list which had on it practically nothing but Traction. Or perhaps it was because my brother had never laid hands on one. Or perhaps it was because, though my awareness of these machines was slight - scenes from "Maigret", the Istanbul car chase in the film "From Russia with Love", and seeing a few Traction en vacance over the years in sleepy French provincial towns was about it - my awareness was well formed. What style in those wings and that raked bonnet! I once saw a pair of Traction for sale parked up on a typical French D-roadside in the middle of absolutely nowhere, and it occurred to me then that these machines were "real", and could actually be acquired, at least in France. But ownership of one of these elegant machines wasn't ever a serious thought: I barely drive [my wife is the family driver, using a trusty BX], and I deplored the idea of a two-car family, knowing the economics just didn't add up.

Not so many weeks after I'd made my initial

enquiry to Classic Restorations, I received and accepted the "cordial invitation" to the Open Day at the new premises in the Old Kent Road. This was my first opportunity to really compare and contrast the different Traction models: Light 15s, Normales, Familiales, big boots and small boots, left and right hand drives... Life wasn't getting any easier.

Next was a visit to the November "Classics" show at the Birmingham NEC in 1999, "just to have a look". And of course, we were bowled over, as were so many others, by what we saw: a trio of immaculate Traction on the TOC display. Under the spotlights, they looked superb. Yes, we sat at the wheel of a deep red "Light 15", and marvelled at the legroom in the rear of a white "Familiale". And though there were lots of other head-turning "classic" marques there at Birmingham, any number of which I could have fallen for. There was no going back now.

A DECISION TO BUY... AND A WAIT...

Having learned at Birmingham quite a bit about the different Traction models, it was a bit of a disappointment to realise that the true Maigret vehicle I was lusting after wasn't actually going to fit in our garage, so we redefined our brief - very sensibly so with hindsight - to go for a "Light 15". I also knew that it had to be Slough-built, partly for the wood and leather, and partly because I just couldn't see any pleasure in coping with a left-hand drive vehicle on top of the other unfamiliarities I'd be facing. I happily accepted the idea of a "big boot", not knowing the caché of the small version and I'm actually quite pleased now to have the extra space. The only other but very fundamental point in the brief was that,

Early restoration days at "Classic Restorations"



with my inexperience, I really wanted something that was in "A1" order. So armed with this brief which included an irrational preference to have a model painted in Old English White, we asked John Gillard to see what he could do...

And while John was looking around for us, one of his part-timers kindly came down to our house in a "Light 15" so that we could do a little driving, just to be sure we were comfortable actually in such a machine as much as we were admiring it from the outside, and also just to make sure that a "Light 15" really would go in to our garage - my recurring nightmare! Luckily, we tested positive on both counts!

...AND A WAIT ...AND THEN A CHRISTMAS PRESENT

It was a bit a shock to see the car I hoped to buy for the first time, as the body was stripped of everything! And there was an awful lot to do to get it in one working piece: new internal trimming, re-chroming, many new mechanical parts, discoveries on the way such as the cracked fuel tank, and reliance on sub-contractors, all mitigated against the car being ready for the 2000 "summer season", as I'd hoped. I made regular visits to the Old Kent Road, to see the work coming on: sometimes there were big changes, sometimes ones that were less obvious, but important nonetheless. But eventually, as the autumn wore on, we moved into the last lap; John getting the MOT certificate, me contacting the TOC to have the vehicle's age confirmed, and arranging insurance. And suddenly, just a few days before Christmas, it was time to collect her. One of John's helpful colleagues drove the machine down through the south London suburbs - not the place I wanted my first drive.

THE BREAKDOWN

In the first weeks of the year, picking our dry days carefully, my brother and I got to know the machine better, making one or two runs down to the South Coast, and generally getting miles on the clock

at modest speeds. It was fun giving family and friends a run in her, though it has to be said, as other owners may know, that, in the eyes of a 14-year old daughter, a Tractor is a long way from being "cool". It's not a vehicle to be seen in, apparently, until you're about 19, as my nieces testify.

During our early runs, we detected the car had an intermittent propensity to have trouble picking-up from low speed, especially when the engine was warm. It stalled on occasions in the most inconvenient places! Eventually, I found myself driving the car back to Classic Restorations, to have what turned out to be a fuel supply problem sorted out. It was a nightmarish drive in town traffic, involving me holding the machine on the clutch at high revs. whenever traffic lights turned red in front of me. But even this strategy didn't stop me grinding to a halt in the middle of the New Cross traffic gyratory. Luckily, it started again on the button! Anyway, John sorted it out pretty quickly, and I was making the return journey within a few days.

But more was to befall us. After a "spirited" run down the A23, our nearest bit of fastish road, following vehicles on the London-Brighton Commercial Vehicle run, our engine stopped stone dead on the throat of a roundabout in Crawley. Luckily, on a Sunday morning in early May, there wasn't too much traffic about and so

pushing the machine [my wife's first "opportunity" to drive!] into a side street wasn't too hazardous - but equally, there wasn't much help at hand. Well, this was clearly an opportunity for me to at least recognise that the fault wasn't the same as the intermittent one we'd had earlier. That was all to do with stalling at low revs - and then managing to restart. This time it was highly final - at least to a novice like me. We were as dead as the proverbial dodo, and even I could recognise that an ammeter needle stuck hard over to the negative side wasn't good news. So, courtesy of ClassicLine Insurance, we didn't have to wait long for a helpful young chap to appear, with his tool kit. And after a bit of poking around, he also pronounced that we were as dead as a dodo. But, conveniently, he also had with him his large recovery vehicle, and so with little ado, we found ourselves being towed swiftly if ignominiously back home. We live in a road with fast-ish if not heavy traffic and it was amazing, even on a Sunday morning, how many vehicles built up on either side as our recovery driver manoeuvred in vain to get our car back into our not-quite-at-right-angles-to-the-road driveway. And not all of them were too happy about their delay either. Still, with a little muscle-power from good neighbours, we were soon back in the decent obscurity of our garage.

So here was an opportunity for my brother's mettle to be tested at last! We spent not a few hours over the next couple of weekends eventually isolating the failure down to the distributor cap, and what lay beneath it. So, armed with those parts, I borrowed spares and was pleased to find that, with a bit of trial-and-error substitution, it was in fact the rotor arm, though looking perfectly happy and fit, which was the guilty party.

So, we were back in business, with the TOC rally in Wells not so many weeks in front of us.

THE TRIP TO WELLS...

Following my shaky start, I developed quite a nervousness about journeying very far at all from home! Sad but true. I never venture anywhere now without a mobile telephone - a wonderful irony that it was the acquisition of a piece of old technology which forced me into use of the that most ubiquitous of modern devices! But, my brother had more confidence than me, and, as we have an uncle living not so far away from Wells who has an interest in older cars [I remember as a child riding in the "dickie seat" in his 1920s AC], we decided that perhaps we would make the trip down to Somerset.

We had a horrible journey down to the West Country. It poured with rain, heavy showers all the way. I was not a happy man. But, on the Sunday - the only day we could actually attend, the weather was very good, and we had a lovely drive down from Wootton-under-Edge. As it was my first attendance at such a venue, I was



Awaiting an engine, amongst other things



SPG 321 pictured at a Surrey pub in September 2001 with, amongst others, another Tracian, a Rover P5 and Citroën Acadiane

quite happy just to be there, wandering round and admiring the other machines. So you can imagine my surprise to have heard my name called at prize-giving time at 3 o'clock. I'd only just returned from a nearby cafe to see what went on purely on the off-chance! So, "Best First Time Entry" it was - though I should make clear here, as I did then, that this was all on account of John Gillard's workmanship. So, "well done, John". For me, the day at Wells was memorable for - its superb location, the unseasonal cold weather, the weird feeling of seeing so many similar vehicles all in one place. We had a good time at Wells, and look forward to next year's TOC rally, and hope to be there a bit longer. We had a wonderful drive back from the West Country - lots of sun, and I sense the car's machinery is loosening up nicely. I was quite surprised at how nippy she was on the A303.

I also discovered my brother's map-reading is not as good as his engineering skills - and found that I was learning a lot more about handling my "Light 15" as we struggled south out of Bath on the narrowest and steepest unclassified roads I've yet attempted! Not long after the Wells event, we went along to a local "old vehicle show" near Gatwick - all sorts, fire engines, traction engines, motorbikes, as well as saloon cars - where the Tracian attracted a good deal of attention. After all, there was only one of her, unlike the 50-60 at Wells. It was a bakingly hot day, but it didn't keep the crowds away.

A TRIP TO A LOCAL PUB...

With many other commitments at weekends, I was resigning myself to the thought that

this summer, our first as Tracian owners, we were not going to find time to take ourselves off to a popular local pub for a decent Sunday lunch, basking not only in the sun, but also in the admiring looks of other patrons. On the days we had the time, we didn't have the sun! But, luckily, things came together one Sunday in September remarkably well. An office colleague who drives a 1960 Rover P5 brought his immaculate vehicle down from his home in Hemel Hempstead, just to compare machines, and we motored in convoy to our favourite 'local'. And there, in the pub car park, was another Tracian, actually the first I'd ever seen in

Surrey. We were meeting my brother and his family there, and my first thought was that he'd arranged "something" as a surprise. Naturally, as there was a space available, I parked next to this other Tracian but, as I did so, I realised that we were far from alone. There were many other old vehicles there and, in fact, the Tracians were amongst the newest. Surely my brother could not have arranged all this? Of course not. We found that, quite coincidentally, we had picked the same day as the Surrey Vintage Vehicle Club had chosen to visit this pub. For any casual visitor to this pub - or passers-by for that

matter - here was a feast for the eyes: a row of perhaps 25 "oldsters", including a venerable and rather fragile Citroën 5, dating from the early '20s, and finished in that shade of fawn brown that they just don't do any more.

AN MOT FAILURE

And with that, I suppose, the classic car season was nearly over. The only other "excitement" I've had since then was an




unexpected MOT failure - the driving track gaiters had split, and I was "warned" that I had a bearing rumble on one rear wheel. So, I braced myself for another interminable journey to the Old Kent Road. All that was quickly sorted out, in time for me to be on the road, getting in the way of the serious entries in the Veteran Car Club's Brighton run. Having lived close to the A23 nearly all my life, in one place and another, it's very much part of the Rolph annual calendar to turn out for this event. I think I've missed only three since I was an infant, and for two of those I was working abroad! So it was with some small satisfaction that we were out and about in our Tracian, turning heads as we went, even with vehicles 50 years older thick on the ground.

"ANNUAL REPORT"

So, we've had our ups and downs in our first year. I'm learning as I go. Though many Tracian owners might be horrified at how little I knew and still know about the machine, at least I know more than I did! As something "comes up", I learn about it!

We haven't been very adventurous with our motoring yet - only 1500 miles to date, but might try harder next year, as our confidence in the machine grows. But I've much enjoyed, as everyone says you will, actually driving the machine, at least in rural areas: the road-holding, the reflection of the trees rushing past in the headlamp globes, the... sheer style! I've liked rather less town driving, and leaving the car in any public area where I can't see it. But perhaps that'll pass.

 Spoken as a true enthusiast.
Welcome to the club! Ed.



At the TOC at Wells, June 2001. First on the scene...

tocsection scene

Lakes & Border section

June 19th

We will be having a Bar-B-que at the home of Liz and Jim Rogers on Saturday June 29th starting at 12.00 and continuing through to when ever. So bring a bit of something to char and we'll see you there. The Rogers live in the village of Warton just off the A6 and close to junction 35 of the M6. We hope to see you there.

September

The meeting after that will be at the end of September and be centered around Heskett New Market Brewery.

2003

The Lakes meeting at Keswick. It was decided to again have a Lakes meeting. It will be 2003 on the late May Bank Holiday weekend so put it in your diary.

Last month

We had an excellent meeting at the Boot and Shoe Scotforth with a record 14 vehicles in attendance. We all enjoyed the chat and splendid Citroën slide show. The vehicles attending included an SM and a DS. There were 3 Traction owners present but the cars were still in winter hiding.

Any one wanting further info can contact Jim Rogers on 01524 733473 or Bob Cuppage on 01697 478301.

Peak section

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 '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

South Midlands section

July 13th - Saturday is the best day to attend the two day Woodcote Steam Rally just north of Reading. Please contact me for details.

July 19th-21st - Please let me know if you can help as marshalls at the Annual Rally. The duties will not be too onerous.

Robin Dyke Tel: 01865 858555. Email: robindyke@aol.com

Archives

We are pleased to report that Frank Grant and Lynda Ogborne have both agreed to jointly take on the storage and collation of the Club Archives, with Frank specialising in Old Technical Articles and Club history, and Lynda dealing with the administrative and committee archives. Frank Grant and John Ogborne have also agreed to produce a booklet of a collection of old technical articles that will be made available to members.

Frank also intends to scan the original 4 & 6cyl workshop and parts manuals which again will be available to members. Permission from Citroën in Slough is already being sought prior to copying the manuals.

West of England section

April 2002

Our second meeting of the year in February was at the White Hart in Littleton-on-Severn. Although some of the regulars were missing we were pleased to welcome new members Brian Reakes from Keynsham and Alistair Patillo from Cardiff with their families. It was also good to see Fraser McDonald and his wife from Warminster who, although members for some time and still Tractionless, came along for the first time. We look forward to seeing them all again in the near future. The only disappointment was that the Patillo clan was banished to a side room because they had their children with them - we do have strange licensing laws don't we!

The March meeting was a rather windswept affair at the Boat and Anchor pub on the Bridgwater to Taunton Canal. Another good turn-out from those in the south of the region although only three Tractionless were in evidence - put it down to the weather and the muddy lanes on the approach to the pub. After lunch, a hardy bunch comprising the Webbs, Malyons and Ogbornes took to the tow path for what can only be described as a short, bracing and invigorating walk.

Our April meeting was at the wonderfully named Limpley Stoke near Bath - another canal walk. In May we are visiting the house and gardens of Corsham Court near Chippenham. Please note that the venue announced for June - a pub in Clapton-in-Gordano - will have to be changed because our Portishead correspondent Steve Hawes tells us that they do not serve food on Sundays!

'Regulars' will receive monthly details by post or e-mail. It is always best for 'Non-Regulars' to phone first to make sure of the date, time and venue which are occasionally changed at the last minute.

John Ogborne 01749 870501, 07801 337187, jogborne@onetel.net.uk

IOCCCR Beware

Paraphrased from a conversation between an English longstanding TOC member living in France and an official at Albany Airport, New York State.

"You Speak good English"

"Thank you"

"We get a lot of foreigners here but I have never met anybody from your country before"

"Really?, I am surprised"

"Yes - it's usually the English and Australians and that sort we get here"

"Really"

"Yes.. So where did you learn English?"

"At home - my parents taught me - we all learned English where I was born"

"Really? Wow. But you don't have the usual accent"

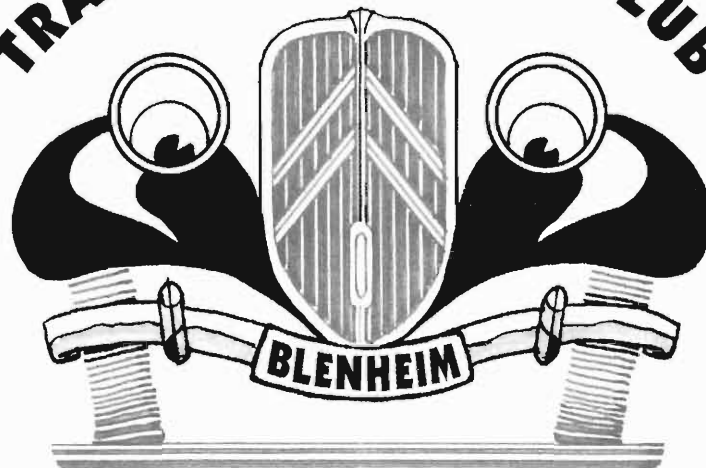
"The usual accent for where?"

"Your pasport says UK - so, that's Ukraine, right?"

"Er... I suppose it must be - if that's what it says. Tell me, do they give you special training in dealing with foreign paperwork like this - or do they rely on your own ability to decipher the various documents?"

"We get a good training but can also ask for help if we need it... I never have any problems though!"

TRACTION OWNERS CLUB



Annual Rally Oxfordshire 19th-21st July 2002

NEWS

By the end of March we have 44 members promising their intent to attend and half of these have paid their entry fees. There is no limit to the number of cars, but the village hall can only accommodate 100 people for the Saturday evening dinner.

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 Sturdy 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 Sturdy 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). *Most people camping at the annual rally have chosen Diamond Farm Tel: 01869 350909*

Please book as soon as possible.

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: robindyke@aol.com

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

number of people
adults kids u14

£3

£10

People Total £

number of
vegetarians

a vegetarian option will be available

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: robindyke@aol.com

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

toc correspondence

SAY LA VIE !

I wrote a letter, published in the October / November edition of 2001, about an incident at Roscoff in July when I was given dies for the threads on Traction driveshafts. I ended the letter by mentioning that I had been unable to recognise the word in French and asked if anyone could guide me.


Readers will have seen the subsequent letters received by the editor, and probably have agreed with him that this has opened a can of words. Brian Follain of Jersey offered tap and die as *un tourne* and *un filière*. In the same issue David de Saxe offered *un taraud* and *une taraudeuse* (m. and f.!), while Gordon Harrison also offered tap as *taraud*, but die as *coin* or *matrice*.

I have had an Email from Martin and Vicki Nicholson offering *un tabaud* for tap and *une filière* for die. More comprehensively and, in view of the above differences, probably the best way, Bernie Shaw faxed me the pages from his French technical dictionary, leaving me to choose. There is a quarter of a page translating (among many others) bottoming taps, collapsing taps, cutter for fluting taps, tap rivets and tap wrench, and which offers all the earlier translations and more. There is twice as much, half a page, offering translations for die (though not *taraudeuse*, I note) but it gets muddled with die casting as well.

After careful study, I have decided that I will call a taper tap *un taraud conique* and a parallel tap *un taraud finisseur*. But for a die I will use *matrice*, *filière* and *coin* interchangeably, accompanied by hand signals for cutting a thread with *un filiere de coussinets* or *une filière brisse*.

For a language which is generally so lacking in synonyms that the concept of a thesaurus does not exist, this incident has been a surprise. Thank you to all who so kindly contributed. I hope you have enjoyed the learning curve as much as I. But, in the end, I suspect that Frenchmen, except those for whom "aujourd'hui est mon day-off" or at "le weekend", actually ask for *un tap* or *une die de huit millimetres*.

Say la vie ! Alec Bilney

 Sometimes when you turn on a tap, it's difficult to turn it off!! Ed.

ON DEESIDE WITH A CREEPER

Thought this may be of interest, please see Kegresse article FP July 1999 page 13.

Morven House was converted into a Hotel many years ago and is now part of a luxury timeshare resort operated by the Hilton International Grand Vacations Company, called Hilton Craigendarroch (means hill of oaks in Gaelic). The garages were converted to administration offices and a maintenance workshop where I now work.

As you can see Mr Keiller had an impressive collection!

I think that a Lancia Lambda next to the Kegresse, but can anyone identify the car between the two Bugatti's for me?

Frank Grant <frank-grant@lineone.net



SPOTTED IN CAIRO

While in Cairo recently I was pleasantly surprised, when walking up Talat Harb Street to come across a Traction - of which I enclose a photo. I must apologise for the metal post in the foreground, but the picture was taken in a few seconds. To pause for longer invites some native to welcome you to his country, invite you to meet the car's owner and lead you instead to the factory of his brother, who makes perfumes!

A small notice in the rear window gave, presumably, the specification and history. I am unable to read Arabic script but can manage numerals and this one said "1947". The next day, on Gezirah island, I found an American car bearing a similar notice saying 1948. I presume that this is a local custom and it seems to me a good one.

Apart from the damaged radiator grille, the Traction, French built as you can see, seemed in remarkably good condition, inside and out. This is particularly unusual in Cairo, a city in which the traffic is frightening and "preventitive maintenance" is an alien concept.

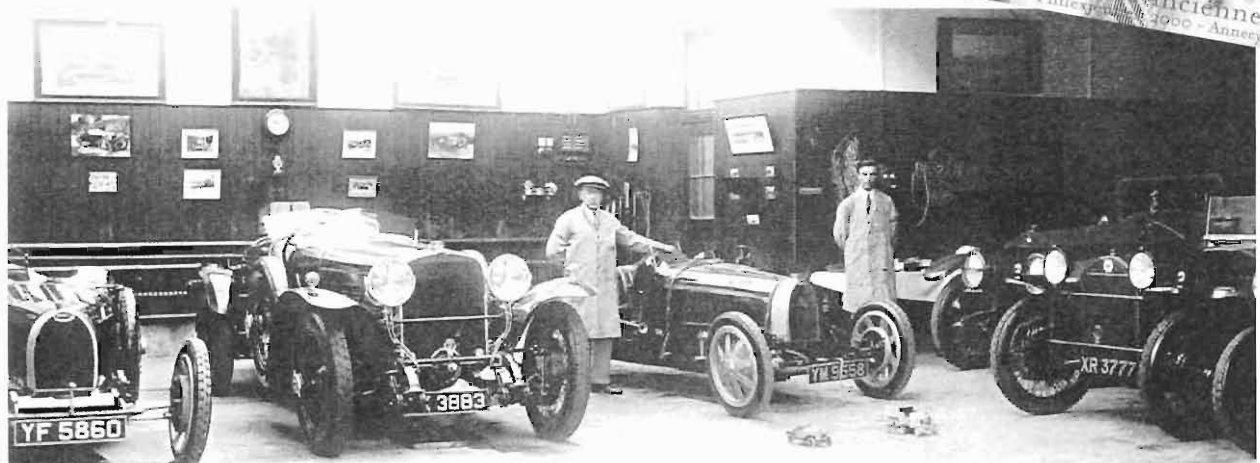
John D. Muir, Newcastle-under-lyme

P.O. FRENCH!

I was pleased to acquire this sheet of French stamps just recently. They are multicoloured and were apparently produced by the French Post Office during 2000.

I must say it's nice to see mundane marques like the Bugatti Type 35 and Ferrari 250 GTO honoured in this way, alongside the illustrious Traction!

Nigel Webb, Glastonbury, Somerset



tocdiary

2002

- 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**
The trip is now fully booked, and all arrangements have been made. A full report of the trip will be published upon our return. *Mick Holmes*
- June 29th** **Citroën Car Club National Rally**
Saturday 29th June at the Coombe Abbey County Park near Coventry. A one day Rally with a full programme of events. Space available at the rally site for campers/caravanners and there are also other campsites and hotels/guesthouses near the venue. Entrance fee £5 per vehicle plus extra for camping/caravan on site. *For further info please contact rally organiser Simon Saint at Snigs End, Danes Green, Claines, Worcester, WR3 7RU. Tel: 01905 454961*
- July 11-14th** **Brittany Rally**
Contact Tony Latchford for information
Tel: 01245 328009
- July 19-21st** **TOC Annual Rally 2002 - Oxfordshire**
The rally will start at the Rock of Gibraltar pub on Friday 19th July.
Saturday - convoy drive (with a treasure hunt) picnic lunch and an evening meal.
Sunday - Blenheim Palace at Woodstock.
Further details: from Robin Dyke. Tel 01865 858555. Email: jrobindyke@aol.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.
Closing date for entries June 1st.
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

- June 21/22/23** **TOC National Rally - Perth, Scotland**
The event will be held at Perth Airport, on the outskirts of Perth, at a small, rural, privately operated airfield for light aircraft only and provides a very pleasant location for all our needs. Detail still has to be completed.
Facilities available on site include: *Sky Lodge Accommodation (www.scotland2000.com/skylodge/). Caravan/camping area. Rally field. Driving test area. Bar/restaurant. Function hall for dancelceilidh.* Sky Lodge rooms vary from a single room at £15 per night to double en suite £28 per night per room (not per person). *Early booking for on-site accommodation is advised quoting Traction Owners Club Tel: 01738 - 555700 e.mail: Perth Airport Skylodge).*
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

TRANSMISSION

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

INTERIORS

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

INSURANCE

Heritage
Tel: 0121 246 6060
FBHVC

WWW

Club website: www.traction-owners.co.uk
Club chat: inside_trac@egroups.com

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

tocclassifieds

NOTICE CONCERNING ADVERTISING

RATE CARD

Charges for advertising in *Floating Power*

TOC members advertising Tractions or other Citroën related items: no charge.

Non-members and traders doing the same, £12 per issue. Ads such as holiday lets, £6 to members, £12 to non members per issue. For display advertisements there is a sliding scale based on a full page @£240, other sizes @£5 per single column centimetre.

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

No recommendation of any goods or services should be inferred from their inclusion herein. All advertisers are reminded of the provisions of the Trade Descriptions Act.

Please send all adverts to the Editor (address on page 3). Automatically included for two issues, unless you instruct otherwise.

CARS FOR SALE



1953 RHD Light 15 Stored in garage last ten years, perfect for someone wishing to do complete rebuild. General condition: Body - basically good, one small dent, some rust. Chrome - basically good, some pitting. Engine - frozen due to storage, needs complete reconditioning. Interior, seats: fair condition. **£1,500.** Contact R.M. Smith, Chorleywood, Herts. Tel: 01923 283749. Fax: 01923 286421.

1956 Slough Light 15 Fully restored 12 years ago and used regularly as a family holiday car. MOT and runs beautifully. Paintwork now looking tired. Original interior. **£3,000.** Ben Osborne, 4 Westwood, Cockwood, Starcross, Devon, EX6 8RW.

1948 Slough Light 15. Cream. First registered in New Zealand and returned to UK in 1992. Fully restored and recently fitted with Roger Williams reconditioned gearbox and new stub axes. Twice exhibited on TOC stand at NEC Classic Car Show. MOT till October. In very good all round condition. **£7,995.** For more information telephone Martin Edwards on 01923 4 4025.

Slough Built Light 15 1952 Small Boot. Rescued from a scrap merchant in 1991 and given a total rebuild in 1994/5 and covered 5,000 miles since. Finished in Ivory with red leather. French style bumpers & door handles. Full engine rebuild with DS rods and lead free cylinder head. Recon gearbox, Peacock driveshafts all new brakes. Stainless exhausts. Complete interior re-trim at Southbound. I have photos of the process and bills for around **£14,000** which does not include the majority of the labour. *Sensible offers to John Gowers, Tel: 01926 312288 or daytime 01926 402101.*

1938 LT12 Slough Built with extensions (fitted 1947), stainless steel exhaust, new regulator and distributor, new brakes. 12 months MOT & Tax. Drive away, **£6,250.** Ian Robins Tel: 01458 251789 (Langport, Somerset).

1954 Big 15 Commerciale with Familiare extra seats. Total bare metal rebuild, 12v, metallic burgundy/beige leather interior, metal sunroof, 11d engine, peacock shafts, stainless exhaust, Paris car, immaculate **£11,250 ono** Steve 01306 730552 or see full details at www.steve-driver.com

Citroën Light 15, French built, October 1953 (big boot version). One previous owner, present owner since 1984. Guaranteed 84112 Kms. (52570 Miles) from new. Mostly unused and garaged since imported in February 1988, pending full restoration which I am unable to complete. No rust, all body closures (panels) painted, body in primer (needs re-doing); seats etc. re-trimmed in original cloth and grey Connolly leather. New C.V. driveshafts available for fitting (cost approx. £550). All original parts available. Due to history and mileage, offers around **£3000.** Geoff Matthews, Telephone: 01295 690493 (Banbury), Mobile: 07710 557467

1950 Slough built light 15. This car is ex South Africa hence no rust. The engine and paint work have both been renovated by Dennis Ryland. It has unleaded conversion, stainless exhaust rewiring and refurbished interior. This car is in very very good condition and is taxed and tested. **£8250.** Tel Stewart Gater 01788 510991 or 07711 441609.

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 carburetors, 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.

PARTS FOR SALE

For Sale: January 1949 Instruction Book for the 6 cylinder model - RH drive, Slough Address in book. I'll take the best offer but won't mess people around. Replies to this email address: simon.howard@workcomms.com

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.**

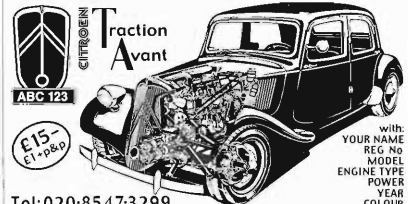
John Aspinall Tel: 01922 721 272 day, 0121 358 1559 eve.

WANTED

Wanted Slough built Legere (Light 15), late model preferred, must be in reasonable condition, preferably 'on the road', some work not objected to. Please contact Roger Jones 01777 869549 Retford Notts or Email at grovevill@aol.com

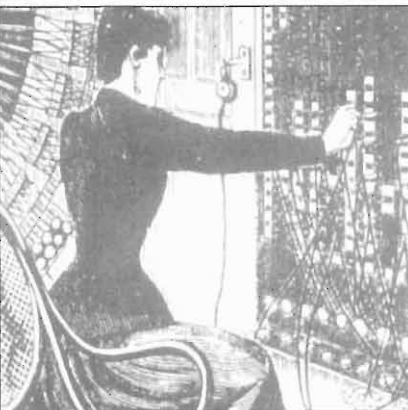
Seats for a Big 15, bench style, are desperately needed for my 1954 Slough built model. They can be either in leather or artificial equivalent, any colour, but preferably wine red/brown, but must be in good condition. If you have any or know of anyone I would be very pleased to hear from you. Jerry Cooper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

PERSONALISED T-SHIRTS



Tel: 020-8547-3299

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

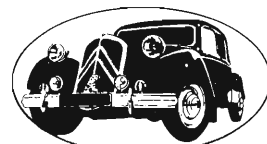


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from abroad

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TRACTION OWNERS CLUB





Floating Power

South African Spares

Spares Open Day - Sunday 26th May 2002, 10am - 4pm

These parts are not new and all will need some work to reuse, some items more than others, but all are better than generally available in UK. The better the item, the higher up the price scale for it.

There are lots of other items available, but these are smaller and could be sent on to people as requested. The list below is really for the bigger, more pricey items which are best collected.

The Sale will take place on **Sun 26th May, 10 - 4pm**. It would be helpful if anyone thinking of coming could let Chris know, so we know roughly how many to expect.

Tel: 01243 511378

Sales only to current TOC members. Each member can buy only enough items for one car maximum, not others for spares or to sell on.

Items will be graded and priced accordingly. Prices marked on = final price. *No haggling*. Opportunity to see and buy from normal stock too.

Price guide:

Boot lid, pre'52 - **£40 - 80**

Boot lid, post '52 - **£40 - 80**

Spare wheel cover pre 52 - **£15 -25**

Front wings, right and left - **£100 - 180**

Rear wings, right and left - **£65 - 90**

Doors, Front and rear - **£80 - 125**

Bumpers - **up to £30**

Slough hubcaps - **new £30, used £15**

Slough chrome-on-brass grilles - **£75 -£150**

Gearbox casings - **£30**

Wiper motors 6v - **£25**

No plate lights -Slough post 52 - **£20**

Headlamp glasses, french - **£20 - £40 pair**

Head lamp units -**£20 - 35**

4 speed gearboxes [ex ID19] - **£250**

Windscreen surrounds - **£20 - 35**