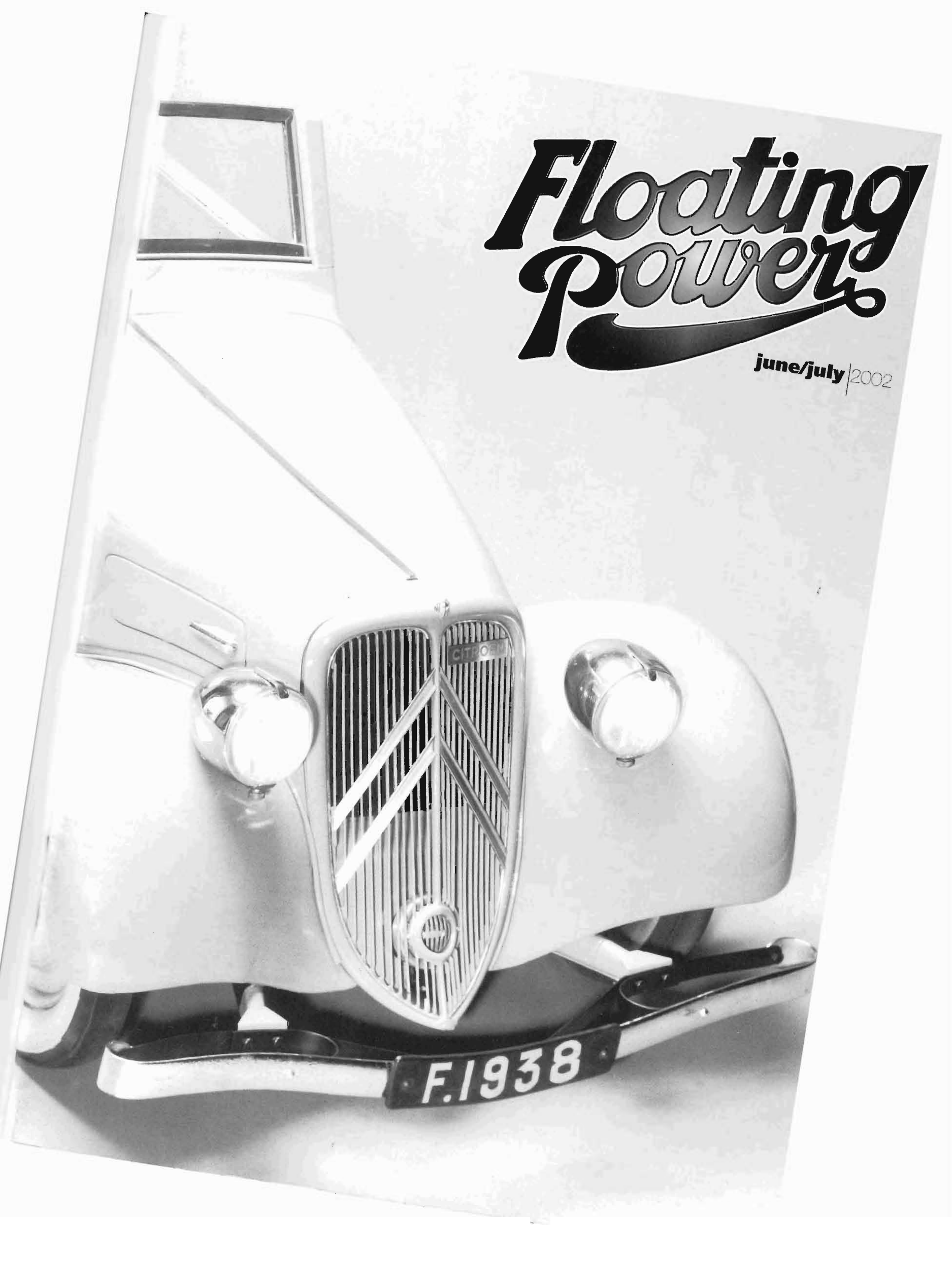


Floating Power

june/july 2002



toccontact



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

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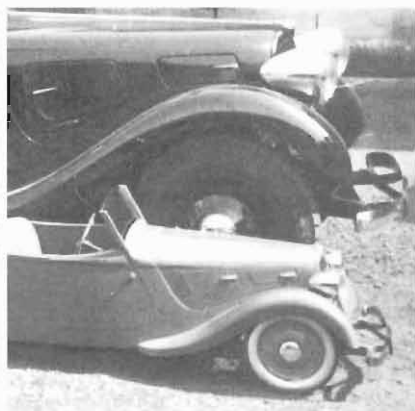
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Editorial

You may be thinking it's only five minutes since the last issue of *Floating Power* floated through your letter box and you'd be right. The last issue was delayed in production and my apologies to all. Especially those members who wanted to attend the South African Spares Sale on May 26th and only received the magazine a few days before the event. Because of this, the spares sale was rescheduled for June 22nd and 23rd and all members were advised of the new date by post. Hopefully we can now keep *Floating Power* back on schedule.

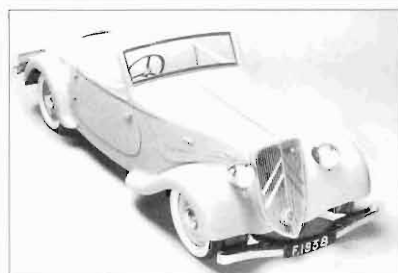
In this issue we have articles from USA, Vienna and to be up-to-date with current affairs in Her Majesty the Queen's 50th Jubilee month, an article from John Reynolds on the model Citroëns of the Princesses Elizabeth and Margaret.

Dr Thomas Loebenstein from Austria sends us details of his success in the 2nd Grand Prix Vienna Classic and Bob Hammel has sent us an article from America on a Traction conversion of the 1940s.

With the Brittany Tour only a few weeks away, the Annual Rally following it and the Norway Tour already under way, we look forward to bringing you news of these events in future issues. Thanks to all who have contributed to this and previous issues, if you have a Traction story to tell, we are always ready to pass it on through the pages of *Floating Power*.

Copy date for next issue: 1st August 2002

Front Cover



Her Majesty the Queen's
scale model of the 1938 7C Roadster

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Chairman's Note

June 2002

Paul De Felice

The Summer Season is now well under way and I hope all of you where possible are driving your Tractions.

We have some unusual rally destinations this year and no doubt when the participants return from Norway and America, their stories will be told. The Brittany Rally and the Annual Rally are well subscribed and I am sure fun will be had by all.

The Club Spares is now holding reconditioned oil pumps, water pumps, starters, dynamos and radiators, all being part of an expansion programme of increasing our spares portfolio of parts available to members.

I look forward to seeing as many of you as possible at the Annual Rally.

FBHVC News

LEGISLATION NEWS

David Hurley, Chairman Legislation and Fuels Committee

There are plenty of ongoing discussions to report this time, although not many firm conclusions to various lobbying activities. For example, discussions continue on insurance requirements, particularly where it relates to the paddock area of race tracks. Many clubs have expressed concern over this, and the Federation will continue to try and achieve a clear and fair ruling on this.

Clarification is also still being sought on the issue of post-1973 vehicle number plate style and font. The police however are reluctant to allow any concessions for this category of vehicles.

For owners of historic diesel vehicles there are two items of concern. A reply is still awaited from Stephen Biddulph, the policy advisor to the DTLR, regarding emission tests, and informal discussions with the petroleum industry suppliers about proposals to change the viscosity of diesel fuel have met with much sympathy for the Federation's point of view, but as yet no conclusions. The situation will be closely monitored.

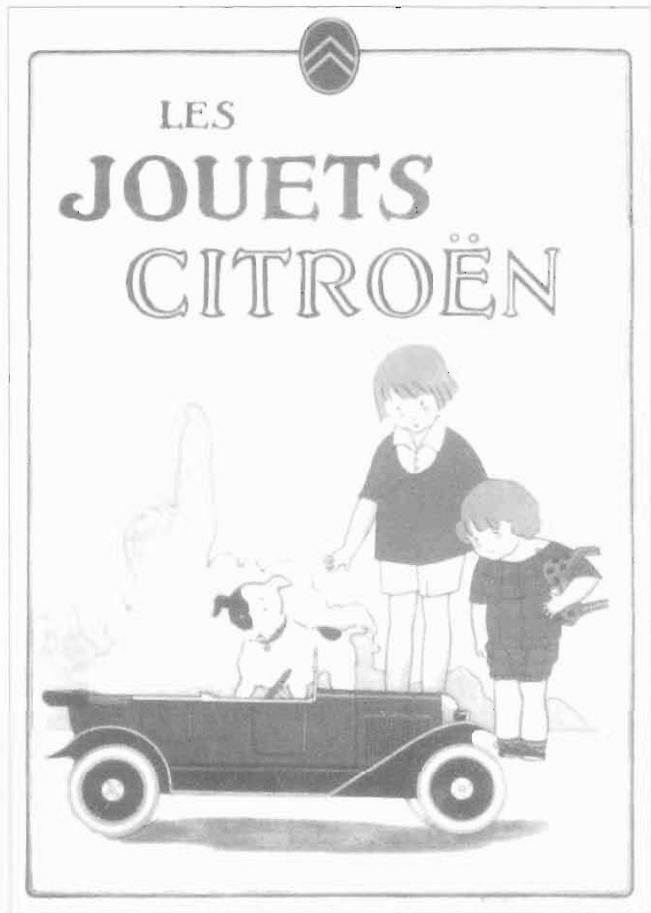
LIMITED USE TAXATION CLASS

A recent issue of The Automobile carried a letter from a reader whose MG TD's taxation class had apparently been changed to 'Limited Use'. For obvious reasons, this set alarm bells ringing in some quarters but it turns out that this is nothing more sinister than a case of someone, somewhere, pressing the wrong key on a computer. 'Limited Use', like 'Historic Vehicle' and 'Disabled Passenger Vehicle', is one of several classes of vehicle that are exempt from Vehicle Excise Duty. It applies to vehicles such as some tractors, mowing machines etc., whose use on the road is limited.

MoT CERTIFICATES

It seems that some historic car and light commercial vehicle owners are under the impression that their vehicles do not require MoT certificates. The only such vehicles that may legally be driven on the road without a valid MoT certificate are those very early, pre-1905, vehicles that have a Science Museum certificate exempting them from MoT requirements. All other cars and light commercials must have a valid certificate for all journeys on the public road other than those going to (or returning from) an MoT test.

The accidental omission of a requirement to show an MoT certificate when obtaining a new licence disk does not remove the requirement for the vehicle to have such a certificate.



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André Citroën 1878 - 1935

David Boyd writes:

In Floating Power, we see and hear a lot about 'Citroëns' and 'Traction Avants' but how often do we see a nice photograph of the man himself - not very often I think!

On 3rd July 1935 André Citroën died a broken man having lost his factory and all he had worked for in his amazing life. He was the 'Brunell' of his day and I suppose that we are lucky to have and hold tangible reminders of his final dream.

So, on the 3rd of July coming let us all pat our Tractions on their bonnets and thank 'Le Patron' for all he achieved and for helping us to enjoy so many magic moments and make our lives so much richer.

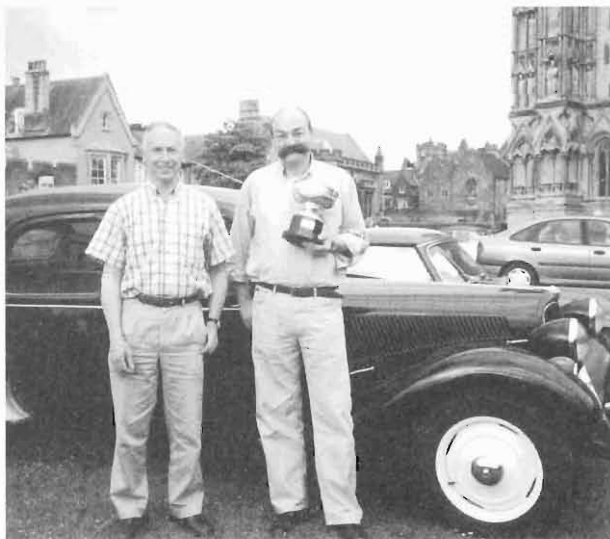
Obituary

Members will be sad to hear of the unexpected death of Peter Standing at his home in Burcot on Monday 15th April 2002. The funeral service was at the Abbey in Dorchester-on-Thames and was attended by his family and many friends and colleagues. Everyone who had met Peter held him in high regard, and we extend our deepest sympathy to Christine.

Third Time Lucky

For the last 10 years the Classic and Historic Motor Club in Wells, Somerset has organised its Mendip Tour and for the last three years Dante Mansi has entered his 1955 Legère. Maggie Mansi has accompanied Dante on previous tours but this year, after some behind-the-scenes manoeuvring, it fell to John Ogborne to be co-driver whilst Lynda and Maggie spent the day looking around some gardens near Castle Cary. A great day was had by all, with the intrepid duo covering about 100 miles on a circular tour of North Somerset ending up on Wells Cathedral Green with more than 100 other vehicles. A particular highlight was the wonderful picnic lunch provided by Maggie, which was consumed in style at Cadbury House sitting beside the much-admired Traction.

After the cream tea reception in Wells Town Hall, where Dante and John were joined by the ladies, it was time for the prize giving. The usual trophies for 'Best in Show' etc., were announced and, to the total amazement and utter delight of Dante, the cup for 'Best Family Car' was awarded to the Traction! A genuine and well-deserved tribute to one of the best cars in the TOC and yet one which is in daily use in London. Well done Dante - which cup will it be next year?



New Members

A warm welcome is extended to all new members of the club.

- 1758 G.Banks, Ink Pen, Hungerford
- 1759 M.Boyer, Port des Champs Elyseés, Paris
- 1760 B.Linkin, Herne Bay
- 1761 D.Khan, South Woodham Ferrers
- 1762 S.Jenkinson, Bradford
- 1763 J.Goslin, Chepstow
- 1764 J.Ambaye, Dunstable
- 1765 J.Duguid, Chandlers Ford
- 1766 A.Tuerler, Rueschlikon, Switzerland
- 1767 D and L, Rich, Worthing

An Opportunity for your Traction to go down in History!

The following e-mail was received from Eric Massiet of Tracbar fame.

Hello,

Hope all goes well for you and your Traction. Here are 3 pieces of information you might be interested in:

1 - A new service has been put in place to centralise information on international sources of supply of quality parts for our Traction-Avant. This is a non profit "traction consumers" association that was launched on May 1st. The goal of the association is to promote dealers and manufacturers producing quality spare parts for Traction-Avant, worldwide. You can find initial information on this World Guild of Traction owners on www.traction-avant.com

2 - International book on Traction-Avant: I have been asked by my publisher ETAI (Europe's largest automotive publishing group) to produce a major book on Traction Avant. Not technical, not purely historical, but a 350 full colour pages book on the Traction-Avant and the periods she went through, in France and worldwide. With some friends I have already gathered some very interesting pictures and stories, as well as some practical information towards Traction lovers. I have reserved almost 100 pages

of this book for stories and portraits of Traction owners. Either with a Traction today or one they had in the past. I am looking for stories of people, famous or not, who could explain through a one page story how the Traction-Avant became important in their life. Memory of childhood, anecdotes, majors events, and of course pictures or even drawings. The objective of this book is to illustrate why this car has (and is still today) influencing the way of life of hundreds of people, from so many countries and from various origins. This book will offer many pages to promote individual Traction lovers as well as clubs. And a special chapter will be dedicated to Internet websites on Traction-Avant. If you wish to participate in this book which will be published at least in French and English, and possibly in Dutch and German, you can contact me so I can send you a sample of document you can fill in and send back to me. All documents must be received before the end of August to be published. And all stories published will allow the author to receive a complimentary copy of this book planned to be launched at the end of 2002.

Email: emb@tracbar.com

3 - The TRACBAR adventure started four years ago with two successful major rallies through Australia with 35 to 40 Traction-Avant from Europe, is to be pursued this summer.

The 2002 Tracbar Yankee rally will allow a group of 30 to 35 teams from Europe, USA and Australia to cross USA from Los Angeles to New York, along the Route 66, with their own Traction-Avant and with a final party at the 12th ICCCR in Amherst where this audacious expedition will end. You can find all details on this adventure on www.traction.com.

I hope this information will allow you to dream even better about this magic vehicle. God knows where she will take us in the future...

A Useful Citroën Website

A mystery e-mail from 'JOZZO' (full e-mail address enzinger@wpo.at) - let us know if it is useful.

Under www.citroen.ac you will find the biggest list of Citroën clubs worldwide. This list is available in English, German and French. With your username and your password you can change your data at any time and even inform your club members and friends online.

For example:

- club description
- club location etc.
- your username: TOC
- your password: 11

The same username and password are valid for the calendar of events (Terminkalender). Dates can be added and changed at any time.

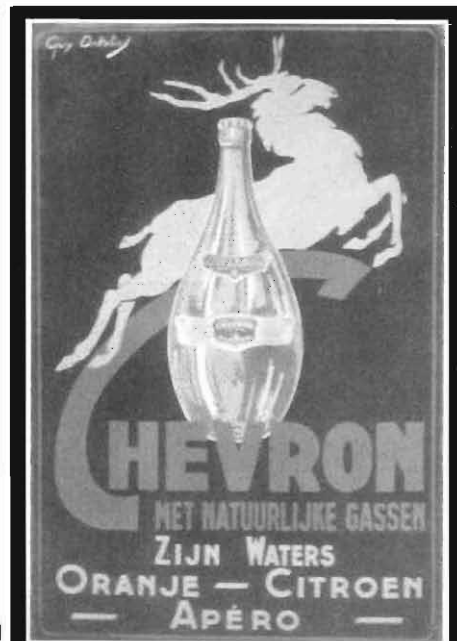
Best regards, JOZZO

Tommy Cooper Corner

- I had a Ploughman's lunch the other day. He wasn't very happy.
- I went to buy some camouflage trousers the other day but I couldn't find any.
- Two cannibals eating a clown. One says to the other "Does this taste funny to you?"

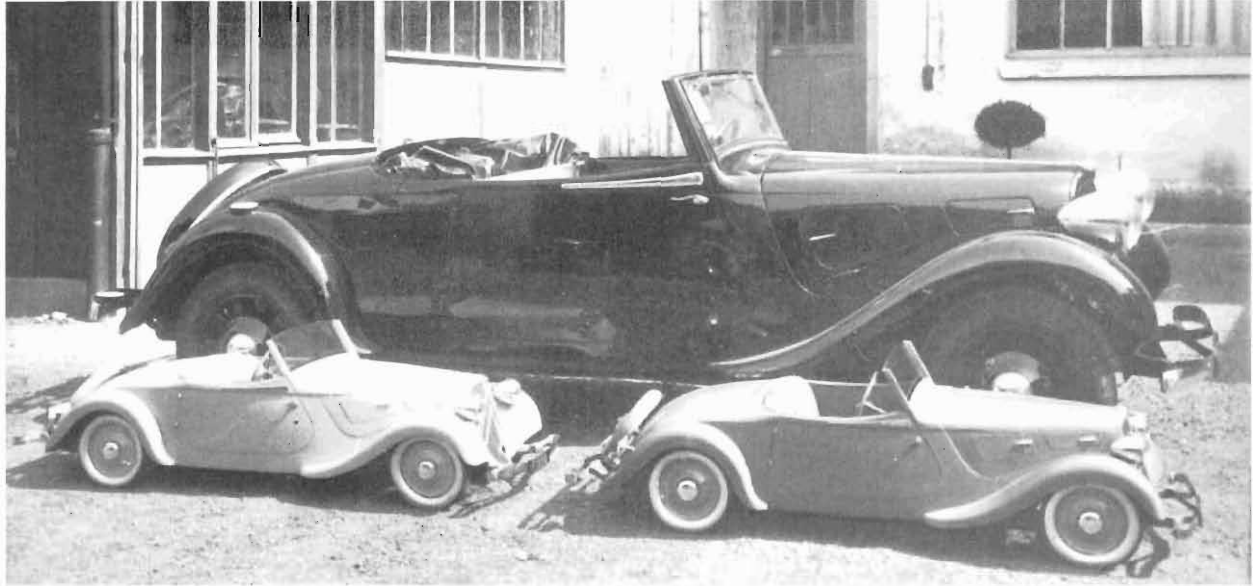


Please send in your favourite Tommy Cooper gag for this regular feature. Ed.



A poster advertising the fizzy lemon drink "Chevron" (citröen in Flemish).

The constructors and accessory makers were not the only ones inspired by this make, to gather whatever crumbs of fame they could find. One furniture maker, thinking himself very clever, made furniture under the name of Meubles Chevrons (Chevron Furniture) and used the Citroën logo for his publicity. In Belgium, a drinks maker adopted the name Chevron, for two of its drinks, one orange flavoured the other lemon (in Flemish oranje and citröen - citröen without the è). It is easy to see why they named it Chevron Citroën. We will probably never know what André Citroën thought about all this plagiarism.



The two replica cars seen in front of a full-size example of the 7CV Traction Avant roadster, photographed on completion at the premises of the coach-builders AEAT.

Jubilee Story

By John Reynolds

"Royal dolls get their car back fifty years on!" proclaimed a recent headline in Britain's best-selling broadsheet daily newspaper, announcing that a pair of dolls once owned by the Queen and Princess Margaret had just been reunited with a scale-model Citroën sports car, in an exhibition of royal playthings then on view at Windsor Castle.

The dolls and their car had formed part of a gift to the royal children, Princess Elizabeth and Princess Margaret Rose, from the children of France, and were presented by the French government to officially commemorate the four-day State Visit to Paris made by their parents King George VI and Queen Elizabeth in June 1938, the "Daily Telegraph" report explained.

LOST

But as every Traction Avant enthusiast knows, the Windsor reunion was incomplete. Not one but two toy Citroën cars had originally accompanied the royal dolls, so that each of the mademoiselles - Mlle Marianne and Mlle France - possessed their own individual miniature vehicle. However, at some point about fifty years ago, Mlle Marianne was unfortunate enough to lose her car when one of the replicas vanished from the Royal Dolls' garage in mysterious circumstances!

These two magnificent miniature Citroëns, 1.76m long and 0.70cm high, were faithful scaled-down models of the two-seater roadster version of the 7CV Traction Avant, the world's first mass-produced front-wheel-drive car, introduced by André Citroën in 1934. At the time of the State Visit to Paris four years later, this revolutionary design was still considered to be the epitome of automotive innovation, a potent symbol of French technological expertise and sophistication and thus an appropriately stylish mode of transport for the two French "poupees".

Created by the celebrated doll-maker Jumeau who had been commissioned by the "Societe Francaise de Fabrication de Bebes et Jouets", the pair were a metre tall

and fully jointed, being made of wood, with porcelain heads, real human hair and artificial human eyes. And, naturally, each was elaborately dressed in the height of Parisian fashion, with an extensive wardrobe designed by couturiers such as Lanvin, Worth and Jean Patou, who had provided them both with a range of outfits catering for all social eventualities, plus the appropriate accessories, jewellery and scent. In all their trousseaux totalled over 350 items of feminine luxury, packed in luggage of appropriate quality and style.

As much an exponent of large-scale toy production as of the mass-production of full-size vehicles for adults, André Citroën had pioneered the production of toys and miniatures as a way of selling his full-size products. He began producing a pedal-powered miniature ride-on version his first vehicle, the Type A, in 1924 under the trade-mark Citroënnette. By capturing the imagination and enthusiasm of young would-be drivers, he aimed to recruit to his marque the youngsters who would eventually become his loyal customers in their adult life. "In later years, when they wish to purchase a car they will think of Citroën because fond childhood memories will spring to mind", he said. On another occasion he was quoted as saying; "I hope that the child who plays with these toys won't just say pass me my model car but pass me my Citroën". Later he amplified the thought with another telling phrase. "The first words that a baby should learn to pronounce are Mummy, Daddy and Citroën," he proclaimed.

FULL POWER

With the launch of his C4/C6 series of cars in 1928, he began the production of a new, more sophisticated, electrically-propelled type of Citroënnette, which was a one-third scale replica of the C4 Cabriolet. This was a very expensive toy, indeed, owned mainly by the offspring of royalty and the super-rich, such as Henry Ford and King Farouk of Egypt. About 1200 examples were built.

To amuse his own children, Bernard, Jaqueline and Maxime, Citroën built for

them a fully-working, scaled-down model of the C4 Cabriolet, actually powered by the 856cc petrol engine from his 5CV C2/C3 model. During the early Thirties the Citroën children regularly entered their car in the Concours d'Elegance at Deauville, where they spent their summer holidays in a rented villa. So great was André Citroën's prestige and patronage in the seaside town that they were actually allowed by the Deauville police to drive this car themselves on the public roads.

Naturally, when launching his Traction Avant model André Citroën had planned that it would ultimately be produced in miniature form for his juvenile clientele. So in 1934 he filed patents for a front-wheel-drive version of the Citroënnette, based on the Traction-Avant, also to be electrically-powered. Unfortunately, his bankruptcy and subsequent death in 1935 prevented this natural progression from taking place. Following the take-over of his firm by the Michelin tyre company later that year, no more Citroënnettes were ever produced by the Citroën company. Production of the full-size roadster version of the Traction Avant was also eventually suspended by the new Michelin management in 1939, and none were built after the war.

Consequently, the two replica Traction Avant roadsters ordered by the French government for the Royal princesses were custom-built by the old-established French carrossier AEAT (Les Anciens Etablissements Ansart et Teisseire) at its premises at Neuilly-sur-Seine. The AEAT firm had already won recognition for its patented full-size decapotable drop-head cabriolet version of the Traction Avant, introduced in 1935, and available on special order only.

The first of the pair of miniature sports cars, right-hand-drive, of course, and correct in every detail, with white-wall tyres, opening doors and headlamps that lit up, was painted in authentic French racing colours, cornflower blue. Intended for Princess Elizabeth, then aged 12, it bore the number plate F 1938, indicating that it was actually owned by Mlle France,

a blonde. The second car, intended for Princess Margaret, aged 8, was painted light green and registered M 1938, and was thus the property of little Mlle Marianne, a brunette.

DIPLOMACY

As the two princesses did not accompany their parents on the State Visit to Paris in July 1938, it was not until four months later that they actually received their gifts. The toys were presented to them by the French Ambassador, M. Charles Corbin, in a ceremony held at Buckingham Palace on 14th November. It seems that the French government's gesture of friendship, intended to consolidate the alliance between the two anti-facist nations, was almost wrecked when Citroën's new owners the Michelin tyre-making family refused to pay for the construction of the Traction Avant model cars, a commission which they had not themselves sanctioned or approved. Fortunately, however, the newly-installed General Manager of Citroën's British subsidiary at Slough, the anglophile Frenchman Louis Garbe, rescued the situation by agreeing to foot the AEAT coachbuilder's bill and to cover the cost of transporting the cars to England.

Together with the dolls and their extensive luggage, the models were shipped across the Channel in a huge packing-case. Intended solely as transport for the two dolls, the cars lacked the electric motor of the Citroënnettes or the mechanical pedal-car propulsion system normally used in such toys, of course.

According to contemporary newspaper reports the royal children were especially delighted by their presents. Even so, it seems that they did not have much opportunity to play with the dolls, as these elegant miniature maniquins were quickly whisked away and put on public exhibition at St James Palace in aid of charity. Within ten months, the Second World War had broken out; within another ten, France had been invaded by the Germans.

RETROMOBILE

In the early 1980s, Automobiles Citroën in Paris applied to the Palace for the temporary return of the two model cars, with the intention of restoring them so that they could be put on public display at the Retromobile classic car show in February 1984, in a presentation celebrating the

fiftieth anniversary of the Traction Avant. But only one car, the blue example registered F 1938, could be found; all trace of its sister vehicle had disappeared. According to reports published in France at the time, the missing Citroën had last been seen in London at some point during the early Fifties. A rumour persists in France today that it was eventually acquired by an anonymous Australian collector.

After the Retromobile show, the single surviving car was returned to the Royal Mews where it was exhibited for a number of years before being sent to Sandringham House to be displayed alongside a collection of full-size royal cars. There it remained for almost two decades, until it was reunited with its owner-driver Mlle Marianne at the Windsor Castle exhibition.



The Citroënnettes-Daimler converted by Hooper & Co photographed at Balmoral Castle in 1953, surrounded by a group of royal chauffeurs plus the Queen's housekeeper. Snapshot taken by Mr G.A. Asbury of Stratstones.

DAIMLER

The toy Citroën Traction Avant at Windsor was not the only miniature royal vehicle on public display, however. In November 1953 HRH Prince Charles began his motoring career at the wheel of an electrically-propelled miniature Daimler car, presented to him by HM The Queen on the occasion of his fifth birthday. This impressive replica, 6ft long and 2ft 4ins high, powered by a 12 volt electric motor supplied with current from batteries located under its bonnet, was given the number plate PC 1953, in line with the registration marks carried by the two Citroën Traction Avant models.

In fact, this true ride-on royal conveyance, in which the young Prince Charles regularly toured the highways and byways of the Buckingham Palace gardens at speeds of up to 8 mph, had also been made in France. For beneath its Daimler coachwork it is actually a Citroënnettes C4 car of the type originally commissioned by André Citroën and built for the Citroën firm's toy sales-department by Etablissements Garnier of Paris, between 1928 and 1933. Before

being presented to Prince Charles, however, it was suitably renovated and modified, with its Citroën C4 bonnet and radiator grille being changed to the familiar Daimler pattern, of the type fitted to the fleet of full-size limousines that occupied the Royal Mews in the early 1950s.

Prince Charles's splendid birthday present, of course, was the inspired idea of none other than Lady Nora Docker, the notoriously extravagant, much-married wife of the Daimler Company's current Chairman, the millionaire industrialist Sir Bernard Docker, who had become her third husband in 1947. It seems that Lady Docker, no stranger to France, had acquired the Citroënnettes in Paris through Daimler's Paris showrooms, with the intention of giving it to Lance, her ten year old son by

her first marriage, to Clement Callingham, Chairman of the wine and spirit merchants Henekeys, who died in 1945. Callingham was also a millionaire, as was her second husband, Sir William Collins, the head of Cerebos Salt and Fortnum & Mason, who died in 1947, leaving her yet another fortune.

However, by 1952, the Daimler company's fifty year long reign as Britain's car of state was in grave danger of being toppled by a parvenu interloper, its great rival Rolls-Royce. Through the influence of its energetic and enterprising supremo Ernest Hives (later Lord Hives) the Crewe firm had already begun to challenge

Daimler's monopoly position at the Royal Mews and had succeeded in selling an example of its latest model, the Phantom IV, to the Duke of Edinburgh. This car was subsequently converted from personal conveyance to state limousine on the Queen's instructions. In April 1952, she rode in it to distribute the customary Maundy Money at Westminster Abbey, the first time that a Rolls-Royce had been used by a reigning British monarch on an official engagement.

FAVOUR

Fearing, correctly, that Stratstones Ltd, the principal London Daimler distributor, was at risk of losing its Royal Warrant for the supply of motor vehicles to Buckingham Palace, Sir Bernard and Lady Docker decided that there was no alternative but to deprive poor young Lance of his new toy and to adapt it forthwith for ownership by Prince Charles, so as to maintain favour among the Royal Family.

In addition to the State limousines, of course, Stratstones also supplied Daimlers to The Queen, Queen Elizabeth the Queen Mother and Princess Margaret, as private customers. Plainly, by taking a leaf from André Citroën's book, the Dockers aimed to capture the loyalty of the heir to the throne at an early age and thus ensure the continued succession of the Daimler marque in the Royal Mews.

Naturally, the work of changing its identity from Citroën to Daimler was carried out by the coachbuilders Hooper & Company, the Daimler subsidiary that had been responsible for constructing the elegant, formal bodies of the Royal Straight Eight Daimlers, seen in countless ceremonial processions through London during the Twenties, Thirties and Forties.

LIFESTYLE

Unfortunately, although HM The Queen graciously accepted the gift on behalf of her son, and, indeed, presented it to him personally on his birthday, the Docker's play did not succeed in producing the desired results. The problem lay not so much in any deficiency exhibited by the Daimler marque in fulfilling its Royal duties, as in the unsuitability displayed by the Dockers themselves. In an era of grim austerity and restriction - the wartime regulations rationing certain fuels and foodstuffs in the UK were still in force - their free-spending, pink-champagne life-style was regarded as, at best, inappropriately ostentatious, and, at worst, downright vulgar. Indeed, on the evidence of her expenditure on clothes and cars alone, Lady Docker was widely accused of being even more regal than the Queen herself.

As is well known, between 1951 and 1955 the publicity-seeking pair commissioned from the Hooper coachworks a succession of five opulent and grandiose show cars, ostensibly for display at the London Motor



show, but also for their own personal use when travelling at home and abroad. All of them cost an astronomical £8-10,000 to build, at a time when the average annual wage in Britain was about £250. The first of these vehicles was the celebrated Golden Daimler, which had its radiator grille, bumpers, door handles and other fittings - even its exhaust tail-pipe - embellished with real gold leaf; the last was the Golden Zebra which, in addition to its by now traditional gold-plated brightwork, was upholstered with real zebra skins. No motor carriage owned by a British monarch was ever so shamelessly flamboyant!

Also frowned upon in Court circles was the Docker's luxurious 863 tons motor yacht, the Shemara, which was the largest private vessel on the British shipping register. Manned by a 32-strong crew, the Shemara was permanently moored on the French riviera, usually at Monte-Carlo where its owners were regularly seen among the glitterati gambling for high stakes at the Casino. As at this time British travellers abroad were supposed to make do with an annual foreign travel allowance of only £35 a head, their behaviour led to accusations that the Dockers were infringing currency restrictions. As a result, Sir Bernard was obliged to resign his directorship of the Midland Bank.

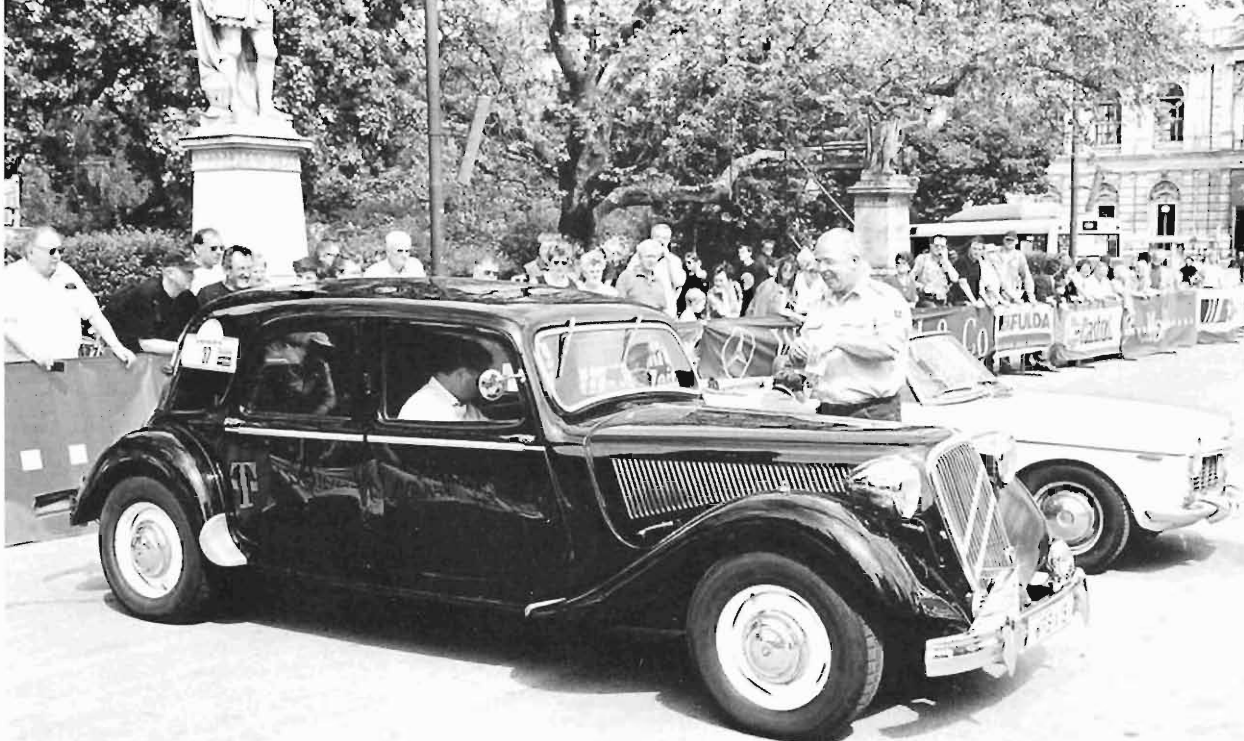
PUBLICITY

Ultimately, the adverse publicity arising from their outrageously conspicuous consumption culminated in the Docker's downfall and disgrace, when Sir Bernard was dismissed from his position as Chairman of the board of the BSA industrial group, the owners of the British Daimler company. In May 1956 he was voted out of office by his fellow directors, who cited his alleged incompetence and his wife's extravagance. To aggravate the embarrassment at the Palace, later that summer Lady Docker was expelled from the Royal Enclosure at Ascot racecourse, when she attempted to challenge the long-standing ruling that divorcees were barred from entering the enclosure. Many years earlier, when living with Clement Callingham prior to their marriage, she had been cited as a co-respondent in a divorce action brought by his first wife.

As a result, the Dockers and their Daimlers, large and small alike, fell permanently out of favour with the Royal Family. Within two years of Sir Bernard's demise, Stratstones were informed that the Royal Daimlers would no longer be replaced by cars of the same make. By the end of 1960 all of the State Daimlers had been sold and replaced by Rolls-Royces. Similarly, their miniature counterpart was sent off into exile in Scotland, at Balmoral Castle.

Contemporary press photos showing the two Citroën Traction Avant toy cars on the Champs Elysee in Paris at the time of the Royal Visit to France in June 1938, along with their "owners", Milles France and Marianne.





Vienna Classic

On May 4th Vienna saw the 2nd Grand Prix Classic, a regularity run through the heart of our beautiful city. Seventy classic and veteran cars took part in a rally which can only be described as unique. Starting at the City Hall nearly all of our most famous sites were touched along the route which consisted of three laps with four special timed stages each - in public traffic as well as through the pedestrian zone in the City.

My trusty 15/6 1951, Paris built, was in the most hotly contested and biggest class, cars from end of WW 2 up to 1960. There could be seen a lot of professional hardware - Haldas etc. - I chose to use a simple mechanical stopwatch as this was my first contest ever. I only took two period extras typical for the TA with me: A Borsalino hat and a Thompson ('Tommy') Gun, in case the timekeepers needed some persuasion. Austrian TV liked that and in the evening they broadcast an interview with the 'gangster' about his limousine.


The contest itself was uneventful for us, except 30,000 spectators lining the route and cheering every car, every lap we even had time enough to stop at a famous restaurant in a very narrow lane to have a halfpint of beer - it was a very hot day! Concentration lacked after the third beer, the co-pilot forgot to press the button once or twice, luckily there was one result to scratch in every lap, and to our huge surprise we won the class against all those professionals!

As I found out yesterday - a long delay in receiving the complete results - I came second overall, only beaten by a true professional who has been winning the most prestigious events like Ennstal Classic, 1000 Minutes Classic etc.

This doubles my joy !

I'm very proud, and I hope you all will be in TOC as well,

Dr.Thomas Loebenstein, Vienna, Austria

 Congratulations and thank you for sharing your success with us. Ed.



CITROËN

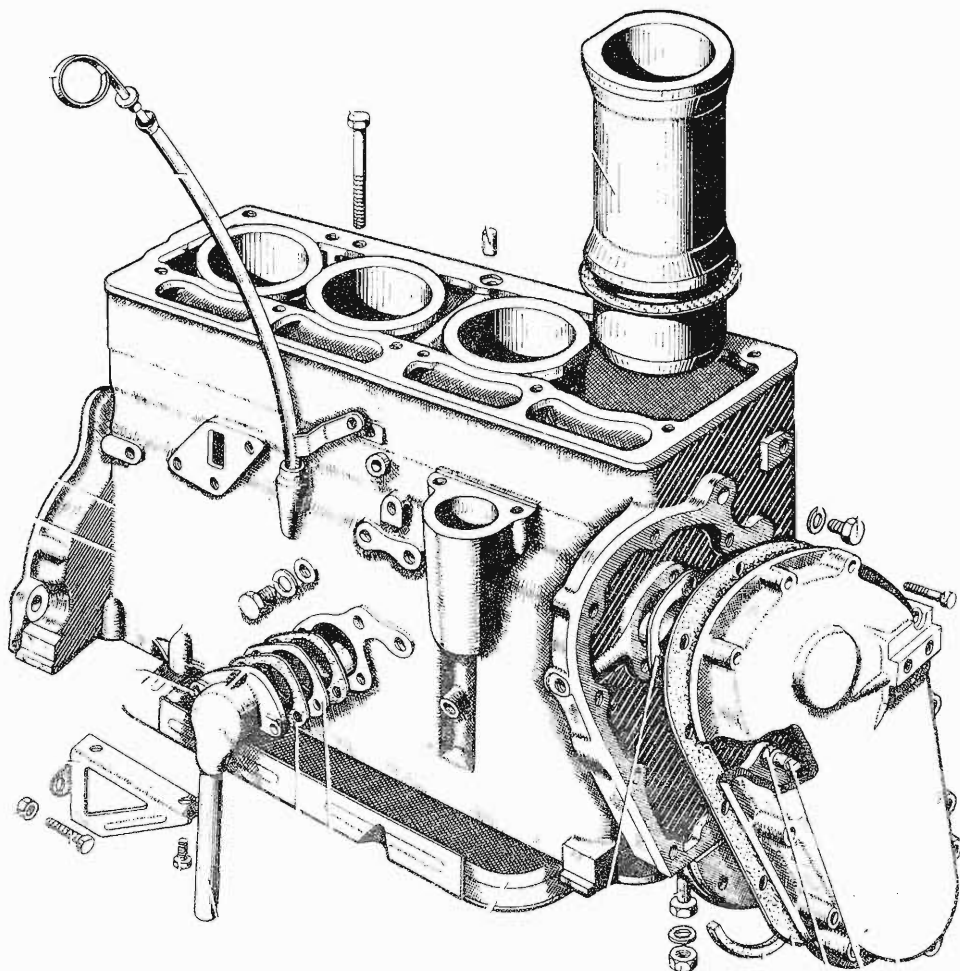
toctech




volume 1

Maintenance **8**

- Sleeves and Pistons



Sleeves and Pistons Revisited

 **Walford Bruen from Kingsbridge sheds light on the mixing and matching of pistons, barrels and blocks in response to John Lane's queries in the last issue.**

The letter from your North Carolina correspondent raises precisely the same question with which I am presently engaged - i.e. the use of domed pistons. Perversely, I am overhauling the original engine of my 1939 'Twelve' by returning it to its original 1628cc capacity using 72 x 100mm barrels and pistons designed for the 9CV version of the H Van.

The 1628cc H Van engine does of course have the alloy cross-flow head, hence the domed piston heads. I am sure I saw an article in the Citroënian about 30 years ago describing the modification of the Traction combustion chamber to accommodate the slight dome of the pistons and would be grateful for any advice.

As to Mr Lane's query on whether the sleeves and pistons can be replaced in situ, the attached article from John Thorpe's 'Book of the Citroën' may be of interest. The operation described does of course relate to the DS11D engine but, since the engine block is virtually identical, the procedures are equally applicable to the Traction. The only caveat I would mention concerns the amount by which the tops of the sleeves or barrels stand proud of the top face of the block once they are in place. If you are putting DS11D pistons and sleeves (or in my case H Van components) in a Traction block, using the correct 'Hugo Reinz' gaskets at the bases of the sleeves, then the barrels protrude rather more than the 0.002 - 0.004 inches specified in the manual and may require to be machined down accordingly. I am not sure whether it is possible to use the thin paper gaskets that come with the DS11D piston/barrel sets - again expert comment would be useful.

Post Script from John Ogborne

I have searched the club archive copies of the Citroënian which go back to 1970, although there are many missing copies until 1973 when they seem to be all present. The only reference I can find is a letter and response in the 'Talk Torque' section run by Brian Lawrence of Criterion Garages, Southampton (January 1973). Subsequent editions make no further references to the subject. Can anyone else can dig up material on the subject? The letter and response run as follows:

Dear Mr Lawrence,

I own a 1955 Big 15 and am at present engaged on renovation and recondition of the engine.

I have been given a set of pistons and liners in their box which bears the number DS11101C. I assume that they are for the DS Citroën. However, while the liners seem identical in every way to those already in my car, the pistons have a domed top. My question is can I fit these pistons without running into trouble with the valves hitting the top of them. If there is this problem could I get over it by fitting two head gaskets. The pistons bear the serial number 5.0019.1X. I am also having trouble obtaining a set of big end shells. Can you tell me anybody I could get some from.

By the way, I do have to fit new liners and pistons, my last journey (106 miles) cost me 27 pints of oil.

Yours sincerely, Paul Barnard, Saffron Walden'

Dear Mr Barnard,

I note with interest that you are renovating a 1955 Citroën Big 15. I regret to inform you, however, that the barrels and pistons which you have will not fit. The barrels themselves will probably

be all right but the pistons being domed without question will hit the cylinder head. I therefore suggest that you get your local piston manufacturer (how many of these are there around in 2002! J.O.) to supply you with a set of pistons to fit the liners which should not be too difficult and at the same time I am certain you will find that they will be able to manufacture some big ends and shells.

I would also hasten to add that I very much doubt you have burnt 27 pints of oil in 106 miles. I would recommend you inspect most carefully the actual oil thrower on the main bearing which I think you will find needs replacing as Citroëns do not burn this amount of oil.

I trust these explanations will solve your queries.'

The following text has been taken from THE BOOK OF THE CITROËN

Fitting New Liners, Pistons and Rings. Given care, it is possible for a private owner to renew the pistons, rings and cylinder liners without removing the engine from the car.

To detach a liner, bring the piston to T.D.C. and release any temporary clamp which is holding it in place. before trying to lift the liner it is a good idea to use a vacuum cleaner to suck as much loose scaling out of the water jackets as possible. This will reduce the risk of contamination entering the sump.

Insert one screwdriver on each side of the flange of the liner and gently lever it upwards until you can grasp the flange with your fingers. Then lift the liner out of the block, supporting the piston as it emerges to guard against possible damage through falling against the side of the jackets. Now remove the adjacent liner - a job which has to be done whether you plan to renew it or not, since it is the only way in which to get working clearance.

Remove one gudgeon-pin circlip from each piston. On No. 1 piston, it is the rear circlip which has to come out. On No. 2 piston, take out the front circlip. On No. 3 it is again the rear circlip which should be removed, and on No. 4 the front one.

Insert the special gudgeon-pin-removal tool (see Chapter Three) through the hollow No. 1 cylinder gudgeon-pin so that its hook engages on the far edge of the gudgeon-pin. Now the piston must be heated evenly. There are several ways of doing this - by wrapping round it a rag wrung out in hot water, or by heating a suitably - sized piece of metal over a gas or electric ring and standing it on the crown; or by using an ordinary domestic flat iron. Keep the heat applied long enough to expand the alloy of the piston - about five minutes - and it will loosen its hold on the pin which can then be pulled sideways simply by drawing on the end of the "hairpin." It will not come completely out, since the abutment on the withdrawal tool will catch against the boss on the piston, and so leave just a little of the pin projecting inside. This will help with lining-up during replacement. If other pistons are to be removed, repeat the operation. The entire top half of the engine can thus be stripped for renovation within a couple of hours.

With the pistons and liners removed, the open liner housings in the crankcase should be blocked with clean, non-fluffy rag and the annular grooves in which the liner base gaskets fit should be thoroughly and carefully cleaned. Take your time over this and get rid of all dirt and rust, for when the liners are refitted a good water seal at this point is going to be essential. Otherwise, coolant may leak into the sump with dire consequences for the engine.

Reassembling the Liners and Pistons. The first parts to go on when reassembly begins are the liner gaskets. These are very thin - they rather resemble greaseproof paper and must be handled very carefully. Seat each one properly in its annular groove. Then refit each piston in turn, preheating it so that the gudgeon-pin will slide easily and checking, before fitting, that the circlip on the far side from the pin is still in place.

To enable the piston to be fitted without a great deal of time and temper-consuming "fiddling" in the confined space of the jackets, make sure that the pin is projecting an eighth of an inch beyond the inside face of the piston boss. It is a comparatively simple matter, then, to engage this projection into the connecting-rod's small-end and slide the pin home, pressing it in until it butts against the circlip on the opposite side. When it is correctly positioned, fit a new circlip in the remaining boss groove to secure the pin.

Support the fitted pistons and turn the engine to bring the other rods to T.D.C. Then replace the other two pistons. Offer up the liners one at a time, starting from the front. Lightly oil the bore first; ease the liner over the piston, compressing each ring in turn as you do so, and guide it accurately into its annular groove. Keep the flat on the liner top flange at right angles to the longitudinal axis of the engine as you do so, to avoid twisting of the gasket as the second liner is seated and their flats mate. When all the liners are seated, engine rebuilding can proceed as for a normal "de-coke."

Piston Ring Renewal. If the object of removing the liners was not to effect the equivalent of a rebore - in which case new pistons and rings would have been used with the new liners - the only object of the overhaul would have been the renewal of faulty rings. These can, on occasion, be broken by driving the car too hard from a cold start or by some mechanical fault such as oil pump failure. Generally speaking, if one has gone to the trouble of detaching the liners it is in any case worthwhile to fit new rings throughout.

Remove the old rings by springing their ends apart and lifting them from their grooves. Before fitting new ones, break a couple of the old rings and use them as scrapers to cut away any carbon, etc., in the ring grooves. Then check the width of the new rings by inserting the face of each ring into its groove and running it round the piston. It should move freely. If not, recheck the groove for burrs. You can use a very fine file if necessary.

When the rings are a free fit, check each for gap. Do this by inserting the ring into the appropriate bore so that it is square to it and about one inch down. A feeler gauge can then be inserted into the gap, to check that the ends do not touch. If they do, pick up the ring and gently cut away the excess metal with a very fine file, supporting the ring as close to the gap as you can.

In use, the working surfaces of the liners acquire a hard oil glaze. When new rings are fitted to an old bore this glaze must be removed. It is done by what may appear to be a frighteningly drastic method - leastways, it frightened me! - namely, using emery cloth on the working faces. A No. 400 - grade of cloth (or finer) is used, and this is rubbed evenly over the bores until there is a criss-cross pattern of fine lines. The

bore is then well washed with petrol and thoroughly dried. Removal of the glaze ensures that the rings will bed down properly. Sliding on the glaze, modern rings would in fact never run themselves in and the result would be lost compression and heavy oil consumption.

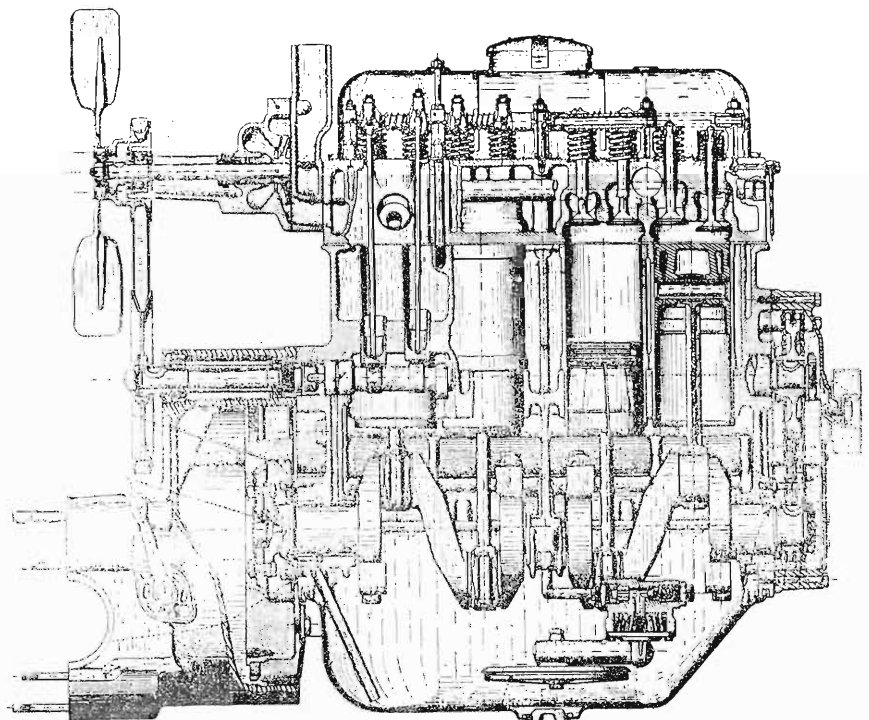
Needless to say, this treatment is not applied to any bore in which existing rings are to be used again.

When all the rings have been gapped and the grooves cleaned they can be fitted to the pistons. With the gudgeon pins still fitted one cannot use the method of bringing the rings upwards from the skirt, and here again pieces of those old rings can come in handy in easing the fitting of the new ones. Break off six segments from a pair of old top rings, each about an inch long, and position three at equal intervals round each of the two top ring grooves. The oil - control ring can then be slipped over the two top grooves quite easily, and eased into its own. Remove the segments from the middle groove, and fit the lower compression ring. Then take out the top groove segments and fit the third ring. When offering up rings they must be expanded by very, very gently pressing their ends open. I use my thumbs on the ends and support the far side of the ring with my fingers. Don't overdo the force, or you will snap the ring in two - they are very brittle things.

Liner Exteriors. Well-used liners will have acquired a certain amount of water scaling during their service, and before refitting them it is an obvious move to get rid of as much of this as possible. A wire brush is the tool for the job. All rust can be removed by vigorous use of the brush, but take care not to damage the seating areas of the liner during cleaning.

After reassembly. After the pistons and liners have been removed it is almost certain that a certain amount of dirt will have fallen into the crankcase and, in any event, a renovated engine deserves fresh oil. Work of this nature should therefore invariably be followed by flushing out the engine and filling with clean lubricant of the correct grade.

Running-in an Engine. Anyone brought up in the "don't exceed 30 m.p.h. in top gear" school is in for a shock with the Citroën, where the recommended maxima in the gears during the running-in period are 10 mph in first, 30 mph in second, 45 mph in third and 60 mph in top! This is for the first 300 miles.



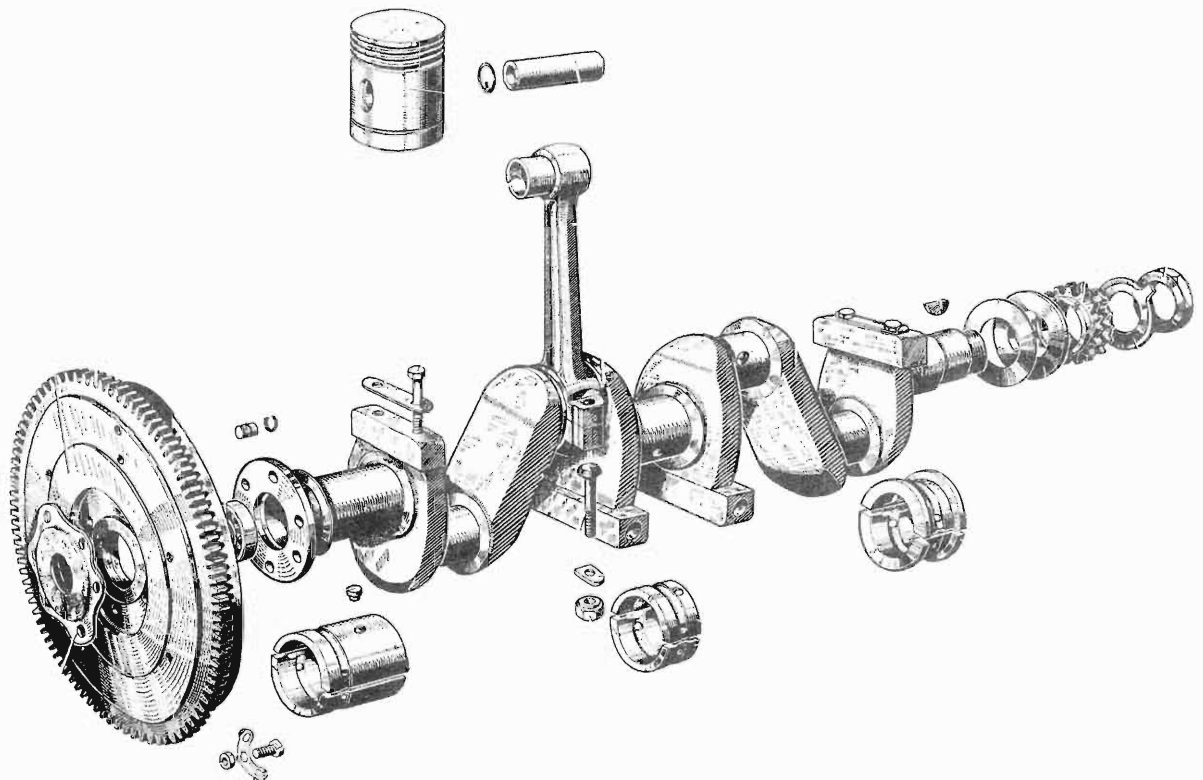
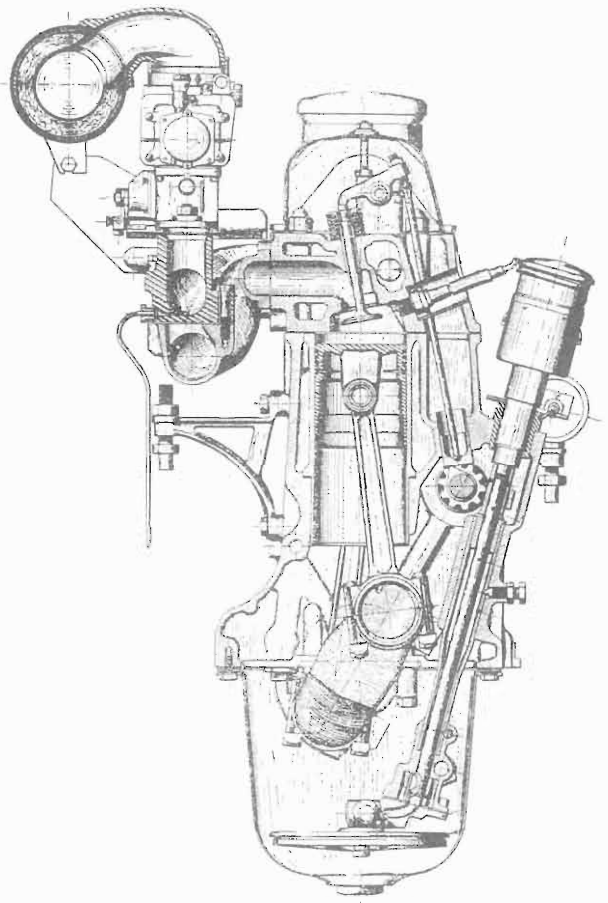
From then until the completion of 1,500 miles one is admonished to "drive with care"- again, a relative term. It involves working the car gradually up towards its "normal" maximum in each gear - 25 mph in first, 50 mph in second, 70 mph in third and 85 mph in top. These speeds can be used to the full after 1,500 miles, providing that the approach to them has been gradual.

No mere table of speeds can, however, replace an intelligent use of the engine and gearbox. In fact, many drivers will say that it is more important to ensure that the engine is turning over smoothly and happily all the time, even if in doing so one does not necessarily stick rigidly to speed limitations. That is not my view - I prefer to satisfy both conditions, and that means using the gearbox to keep speed and engine revs, in harmony. With a new car that, too, is all to the good since it ensures that all the gear pinions and - very important this - the selectors get a fair share of use to help bed them in.

What is quite certain is that under no circumstances must a new or reconditioned engine be made to labour during the vital initial 500 miles of its life. However closely parts are machined during manufacture they are inevitably still comparatively rough, as examination under a microscope readily shows. Therefore, they cannot move smoothly relatively to each other until the high spots have worn away and this takes time. Until it happens internal friction is high, and so are local stresses.

The aim should be, therefore, the two-fold one of keeping these as low as possible by ensuring that the engine is operating under a light load - i.e. in a low gear rather than a high one-yet not exceeding the recommended speed in any gear.

During running - in thousands of minute chips of metal are rubbed from the bores, pistons and bearings and fall into the lubricant. Hence the factory suggestion that the oil should be changed at 300 miles and 1,250 miles. This is essential, since the only filter on the Citroën is the mesh strainer on the pump, and, therefore it is inevitable that a proportion of this debris will circulate with the lubricant.





How Clover Won My Husband's Heart - and a Silver Cup!

Having looked around for several months, Keith had a pretty good idea of what sort of car he was looking for - a 1930's medium sized open-top tourer. So, when we walked into the showroom on that fateful day at the beginning of this year, it was to look at a 1937 Morris 8.

Keith gave the car a cursory glance, turned on his heels, and peered through the doorway into the adjoining showroom. "WOW - look at THAT!" And there she stood - petite, attractive and obviously French, wearing brilliant yellow! He was introduced to the charming 1925 Citroën 5CV Cloverleaf, and it was love at first sight!

The salesman cleverly weighed up the situation - "sold to the gentleman in the blue sweatshirt - we just have to convince the wife!" He quickly worked to reassure me... "Yes, she's left-hand drive, but being such a small car that doesn't really pose a problem" "Yes, she's very compact, but surprisingly roomy!"

"OK - so the pedals are in the 'wrong place", (when I spotted that the accelerator was the centre pedal), "but you soon get used to that."

A few days later our "Clover" was delivered - my husband had taken a French mistress!

It was left to me to arrange trivialities like insurance:

Question - How do you get limited mileage cover on a car which has no milometer?

Answer - *You don't - our cover allows us to drive thousands of miles a year (you try it in a Cloverleaf!!!)*

We soon found several other refinements missing from this model of car - like windscreen wipers, indicators, mirrors, speedometer - oh, and the brakes aren't exactly ABS either!!!

She is in lovely condition though, having been restored by a Citroën main dealer and Keith takes her out several times a week on short trips. She draws attention wherever she goes - especially from young children who think she is "Brum" (apologies to those without young relatives who wax lyrical about this famous Super-Hero - you will have to watch children's television!)

We were pleased to discover, shortly after buying the car, that the Citroën Vintage

Register was being resurrected* and through this we have been in contact with other 5CV owners. It appears there are probably not much more than 25 of these cars in the UK, about half of them being the 3 seater Cloverleaf. There is probably only a handful of them actually on the road.

On 12th May we entered "Clover" in the Sandwell Valley Vintage Vehicle Parade - a show of some 650 cars (as far as we know, her first competition). When the judge announced her the "Runner-up. Concours d'Elegance" Keith looked as though he had just won the lottery! "Clover" was awarded a huge silver cup and as the first prize was won by an E-Type Jaguar, we felt there was no disgrace in coming second. I'm sure that the love affair will continue for some time, but I have to say that I couldn't share my husband with a nicer lady.

**For details about the Citroën Vintage Register contact: Tim Wright, Jeffreys Cottage, Old Jockey, Box, Corsham, Wiltshire, SN13 8DJ*

Classic Customising

Wim Bloemendaal from Bussum, The Netherlands sends us these interesting old advertisements.

Before floorpan swapping we enjoyed badge engineering, both American inventions that fooled the customer and enriched the stockholder.

Remember the days when Farina bodied Austins, Morrisies, Rileys, Wolseleys, MG's and Princesses filled Britain's roads at a time when the Peugeot 404 could have come from Longbridge as well. But we, customers never learn and are still flooded with Berlingos and Partners, not to mention Lancia, Fiat, Citroën and Peugeot people carriers that look alike apart from badges, grilles and seat cover materials.

When our object of affection was made, all Tractions looked the same, only eight year old boys could tell them apart. Some French streets were filled with 11's of the Quai Javel to the disgust of some owners who wanted to stand out.

And that's where the accessory industry moved in, first modestly with simple 'enjolveurs' like the ones made by Robri, a firm that was busy to jollify the Peugeot 203 and Renault 4 as well. Followed by those who changed the bumpers, the grille, the mud-guards, the boot and the roof till Andre's brainchild was almost unrecognizable.

Leafing through some well thumbed magazines from 1947 to 1953 I found some ads of the accessory industry you might find interesting.

pour la nouvelle
CITROËN T.A.V.



Un grand nombre de possesseurs de T.A.V. 1952 ont manifesté le désir de remplacer à moindres frais les clignoteurs arrière de leur voiture par des feux chromés de forme moderne.

LABINAL a su résoudre ce problème d'une façon aussi simple qu'élégante grâce à son " adaptation T.A.V. du feu CLIGNOTEX ".

Les branchements et porte-lampes d'origine sont conservés : seuls le globe et son joint caoutchouc sont remplacés !

Il ne faut donc que quelques minutes pour adapter à la nouvelle traction ces deux jolis feux chromés d'une **LIGNE ULTRA-MODERNE** et d'une **EFFICACITÉ INCOMPARABLE**.

Ils peuvent être livrés par l'intermédiaire de tous les Grossistes de l'Automobile au prix de **1.500 FRANCS LA PAIRE**.

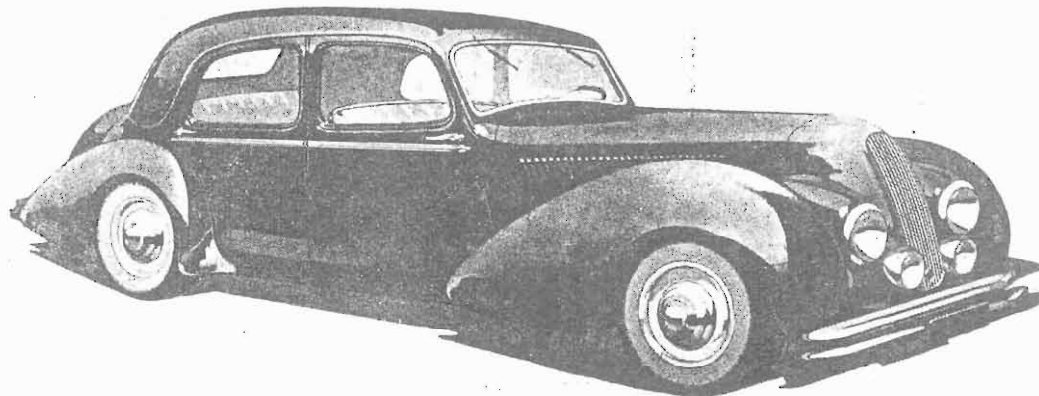
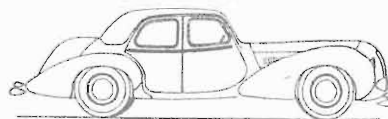
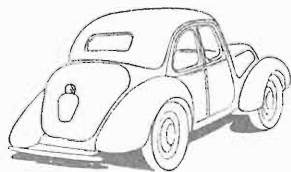
LABINAL

146, boulevard Haussmann,
Paris (8^e)

The cheap trafficators of the Traction could be changed to fancier ones, but only at the rear.

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Top of the range: changes by T.A.I., the result a Delagèe Traction

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• 11 et 15 T.A. Citroën
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et le dernier no. nouveau modèle : pour 4 CV Renault

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Robri not only made accessories for the Citroën T.A., but also for Hotchkiss, Ford France, Panhard, Peugeot, Renault and Simca.

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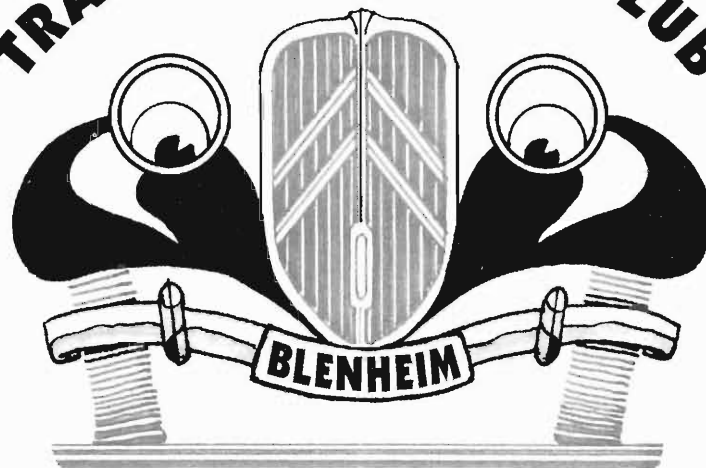
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Éts DEFLEUR, 119, Rue Anatole-France — LEVALLOIS (Seine)

Deflector windows could be had by several firms: Dupre-Perrin and Etablissements Defleur both in Levallois.

TRACTION OWNERS CLUB



Annual Rally Oxfordshire 19th-21st July 2002

NEWS

Just a few weeks to go now before the 2002 Annual Rally. If you have not already booked, please do so without delay. We have a varied programme and the weekend promises to be most enjoyable.

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 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

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: robindyke@aol.com

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

tocdiary

2002

- 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.
- 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 dance/ceilidh.*
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*

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REPAIRS & RESTORATION QUICK REFERENCE GUIDE

TOC SPARES

Chris Treagust
98 First Avenue, Batchmere, Chichester,
West Sussex PO20 7LQ
Tel: 01243 511378 Email: chris.treagust@tesco.net

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

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

tocsection scene

West of England section Scottish section

May 2002

In May we were due to visit Corsham Court near Chippenham but, as so many of us were unable to attend for various reasons, it was decided to change to a simple pub meeting at nearby Biddestone. Those who came to the 1998 Rally at Chippenham may remember this picturesque village where we stopped for a short while on the Saturday morning convoy run. Unfortunately, there was only one person who turned up and that was a rather lonely Stuart Baker from Chippenham - apologies to Stuart but at least he did not have very far to go!

June 2002

There is another minor change of plan for June as well. It was to have been at the wonderfully named Clapton-in-Gordano but we have discovered that the pub there does not serve food on Sundays. The alternative venue will be the 'Windmill' at Portishead, which is only a couple of miles away from Clapton and wonderfully situated next to the golf course overlooking the Bristol Channel. Let's hope for a better turn-out.

July & August 2002

There will be no meeting in July due to the proximity of both the Brittany Tour and the Annual Rally at Blenheim. August should see us at 'The George', Nunney, near Frome for a pub meeting and an optional visit to Nunney Castle but, judging by the last couple of months, who knows where we may end up! Regulars will receive the usual communication but if anyone else wishes to join us - and all are welcome - give John Ogborne a call first to confirm date, time and place.

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

Lakes & Border section

September

This meeting will be at the end of September and be centred around Heskett New Market Brewery.

May 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.

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

Peak section

On Sunday **June 9th** we joined with the High Peak Historic Vehicle Club for their Annual Run. It was great to see seven Tractions taking part and welcome to a new 'local' member - Jonathan Willis from Warrington. The weather was atrocious - as usual the Run was around beautiful Derbyshire and Staffordshire countryside but we saw little due to the rain and mist! It was such a shame for all the open top cars - at least we just had to contend with the occasional drip. The only compensation was that several cars dropped out so we were given an excellent free buffet back at the Bull i'th Thorn. Our next meeting is on Sunday **August 4th** which will be our annual Boules competition. Come and join us as we are all fairly useless at it! If it is a really nice day I am hoping we can spend the afternoon 're-driving' the High Peak Run and actually seeing the scenery.

*Want to know more? Then feel free to phone
Bev & John Oates 01629 582154*

In praise of the Scottish run

We decided to have a weekend without children, only the second in ten years, stay in an hotel on the Saturday and go on the run on Sunday - simple - not quite! Travelling up to Crieff we remembered that we hadn't renewed our breakdown cover. So did so en route - the wonders of mobile communications - not knowing that less than an hour later we would require their services with a blown head gasket!

Luckily we are with green flag through Caravan Club Mayday Services and they do a double run. The breakdown lorry was with us within twenty minutes and they took the car to their garage and us to our hotel. I had contacted Kenny Cocker and told him that it looked like we wouldn't make the run but he said that he would see what he could do. In his inimitable way, as only our Kenny could, a couple of hours later it was all arranged, Kenny and his wife Julie came across in two cars and after a very pleasant evening in the hotel, left a car with us to get to Perth and the start of the run the next day. Kenny had also arranged for us to be taken on the run in a Traction and then to be taken back via the garage in another, to pick up our car on the transporter and be taken home.

I would like to take the opportunity to thank everyone, especially the Nairns and Savilles, who helped to turn a potentially disastrous weekend into one to remember, particularly as this was the first time that we had had a run in a Traction!

Many thanks again from Carol and Simon Hill

Surrey, Hampshire Sussex Borders section

All Traction Owners Club members, friends and families are invited to meet for convivial purposes at: The Barley Mow, The Street, West Horsley, Surrey, KT24 6HR. Tel: 01483 282 693 every third Sunday monthly. That is to say: July Annual Rally, August 18th, September 15th, October 20th, November 17th & December 15th - Christmas Lunch. It would assist staff at the Barley Mow if those requiring lunch could phone in their orders in advance.

The Barley Mow Public House dates back to the 16th Century and is set in attractive grounds, in a beautiful part of Surrey. It has good parking facilities and provides the opportunity to sit outside at picnic tables during the better weather. Already well known to many in the old car and motorcycle fraternity, the pub has recently come under new ownership and management, and the intention is to develop further The Historic and Classic Car and Motorcycle Theme. The four hundred year old barn is currently undergoing restoration and will be made available to motor clubs from April.

Do come along and have a good time. This is a wonderful opportunity to exercise your Traction with family and friends.
Sunday Roast £6.25 and children £3.00.

For further info please telephone: John White on 0208 3307216.

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

Hot rod Citroën could pass as a '34 Ford

By Albert Drake

When Bob Hammel returned to Los Angeles at the end of World War II, he was eager to buy a sports car. During the war he had rebuilt and customized a 1935/36 Ford roadster while stationed in Pensacola, Fla., and had built a 1927 Chevrolet coupe into a hot rod sports car while stationed in Barbers Point, Hawaii.

Before the war Bob had been an airplane mechanic at McClellan Air Force Base in Sacramento, Calif., and his daily transportation had been a 1930 Ford roadster with a hopped-up flathead V-8. He worked with and became friends with another airplane mechanic/hot rodder, Leonard Talbot, of La Jolla, whose reading interests included the British periodical *Motor Sport*.

Bob recalled, "It was through his hoard of English car magazines that I became acquainted with such marques as Alfa-Romeo, Bugatti, Aston Martin, and MG. It was a whole new world to a guy who thought a hot rod was the ultimate in automotive art."

Eventually Bob owned examples of those marques, but in 1946, when he again became a civilian, such cars were scarce. "I began to look for a sports car that I could afford and use," Bob recalled. "I had been impressed with the Citroëns that had been racing on the stock car circuit in the Los Angeles area before the war. I liked their technical features such as



Bob sweeping through a curve on Little Tujunga Canyon hill climb.

front-wheel drive, torsion-bar suspension and rack-and-pinion steering."

He found the Citroën dealer, Charlie Druchell, and saw that he had a nice little 1939 convertible for sale. Bob wanted it, "so I sold my motorcycle (which was my postwar transportation), took my mustering out pay, went into hock, and bought the car."

Bob loved the car, but as an ex-hot rodder he needed to modify it! He began by making subtle body changes that he felt improved the car's graceful lines. He cut the fronts of the front fenders upward at an angle, so they

resembled an Auburn or Brewster, and changed the front end. For a radiator shell he used a cut-down Studebaker President; the mesh of the grille and the chevron-shaped Vs came from an Auburn. He added 1939 Ford taillights, a 1935 Ford front bumper, Hollywood single-bar hubcaps, and then had the car painted black.

It was a sweet little streetster, but Bob sometimes hoped that people would think it was a 1934 Ford, which it resembled. He said, "At that time the hot rodders would gather at the drive-ins in Culver City and other places, and the big deal was to 'burn out' as you left. My little Citroën would pass pretty well as a '34 Ford, but when I left, with my front tires burning rubber, it got their attention!"

Bob noted that such driving was hard on ring and pinion gears. "After I used up the stock of ring and pinions that the Citroën dealer had, including a set of straight-cut gears that we had made locally, and which howled like a Mercedes blower, I finally decided to convert the car to rear-wheel drive. Quite a number of Cords were undergoing this treatment at that time, so it was not that drastic a decision."

His choice of engine, drivetrain and hop-up equipment is interesting and makes a comment about what was available during the mid-1940s. "I ended up using a Willys Jeep engine, mated to a transmission made up of a Jeep transmission housing (to get a top-shifter), using Studebaker Champion gears and overdrive and a Champion rear axle. I kept the Citroën front end with torsion bars and fitted Champion wheels."

That Jeep engine was readily available and inexpensive after the war, a work horse that had proved itself, but Bob improved it until it was a performer. He rebuilt the engine, then fitted it with a rare Alexander OHV conversion — at least rare to this author, since I had never even seen a photograph of one. I knew that DuVall, the fellow who designed and built the boat-style windshields before the war, had also made an OHV conversion for the Willys, but that was also a rare item.



Surrey, Hampshire & Sussex Borders meeting place, The Barley Mow, West Horsley

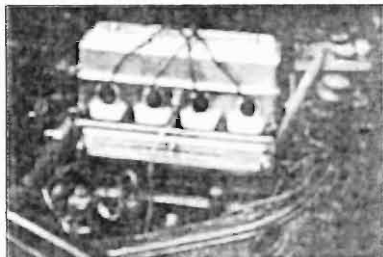
Bob added a pair of Winfield SR down-draft carburetors and built a neat exhaust header. He also built the clutch release system, converting it to hydraulic action using a pair of B-25 cowl flap actuation cylinders; Bob noted that this system worked well.

He used the roadster as his daily driver, and during the evenings he cruised the drive-ins along the Pacific Coast. Within a short time Bob met other aficionados, and became part of the fledgling sports car scene.

"The sports car movement in Los Angeles was just getting started and the nucleus was Roger Barlow's International Motors, where Phil Hill worked as a mechanic. We organized a couple of 'outlaw' events. One was a hill climb in Little Tujunga Canyon above the San Fernando Valley; another was a race around some unused roads in Palos Verde.

"Some names that later became famous were there: Phil Hill, John Von Neuman, Roger Barlow, Louis Van Dyck, Donald O'Connor in his Bugatti/Ford, and Phil Payne in his Baldwin Special, and others that I cannot recall right now. I ran the Citroën/Willys there, but had more fun than I did success."

Bob said that he kept the Citroën for only a short time, not because he found fault with it but because he



Bob swapped the Citroën engine for this Willys engine, then added a rare Alexander OHV conversion.

found a 1939 Jaguar SS 100 "that had been liberated from China. So once again I sold everything, went into hock, and got the SS 100, which I restored and kept for a number of years. All I can say is, once you are hooked, you are hooked forever!"



Bob Hamel, the Citroën roadster and his dog Wolfgang in 1947. The front end has been reworked but the car still has the original engine and front-wheel drive.

tocshop

TRACTION OWNERS CLUB



Club Grille Badge

£20.00

inc UK postage & packaging

ITEM	PRICE £ sterling
Ties Traction Design (Green or Blue)	£8.00
Plaque Agence Citroën	£18.00
Traction Thermometer	£33.00
Blazer Badges Embroidered T.O.C.	£5.00
Embroidered TOC Badge for Overall etc.	£5.00
Enamel Traction Label Badge	£2.50
TOC W/S Sticker Silver/Blue, Taxdisc Holder	£1.00
Mugs with Traction Decoration	£1.50
Ball Pens TOC Motif	£0.60
Poster Les Traction	£2.50
Poster 3D Traction	£2.50
Poster Traction Avant (bas relief)	£2.00
Greetings Cards (pack of 5, without envelopes)	£1.00
Sports Shirt TOC Motif (S. M. L. XL.)	£14.00
Sweat Shirt TOC Motif (S. M. L. XL.)	£15.00
Tee Shirt TOC Print (S. M.)	£6.00
Tee Shirt TOC Print (L. XL.)	£7.00

MODEL

Autosculpt Traction (pewter like finish) £4.50

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

POSTAGE & PACKING

This is charged in addition to the above prices. Please allow for sufficient.



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tocclassifieds

NOTICE CONCERNING ADVERTISING

RATE CARD

Charges for advertising in Floating Power

TOC members advertising Traction 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

Citroën Light 15 1953 Big Boot. Complete rebuilt motor and clutch. Body original, 99% rust free - stored in barn twenty years. Slough built, motors well **£5,250 ono**. Robert Chapman Tel 01962 870005 Winchester.

1953 LHD 11BL Body completely stripped, resprayed & retrimmed. Major mechanical overhaul with many new/second parts. French registration but new MOT. **£7,750**. Anthony Scratchley (West Country) Tel 07904 121099.

Rare Paris built 1936 11A with rack and pinion steering, in good original condition - a runner. A worthwhile restoration project for enthusiasts. Unused and garaged since being imported in August 1997. Original engine, 1949 gearbox, 6-stud wheels. Requires repair to floor pan, re-wiring, a respray, new tyres and some re-welding. Doors need attention. Interior trim needs completion (cloth available). Visible near Peterborough. Offers around **£3,000**. Contact: Colin Gosling 0208 467 1965 (London)

1948 RHD Slough Light 15 (Small Boot) BSK 311 Exported to New Zealand and returned in 1990 after extensive rebuild. Regularly serviced since and used regularly until recently. Wine red (sort of young Beaujolais) as seen on cover of Malcolm Bobbitts book. High ratio crown ring, general good condition. Not used for a year (due to work and family commitment) hence sale. Will be sold on the road with new MOT. Being given "once over" by Dennis Ryland as advert posted hence estimate price **£5-6,000**. Call for update and report. David Partridge 01584 841271 (Ludlow) or dpar@aoi.com.

Light 15 Black 1951. Right hand drive, small boot, Slough built lex Dennis Kallend car, restored to showroom condition by Dennis Ryland, Traction Renaissance Services, Stroud) sadly to be sold because of health problems after only 3 years ownership (driven only 1500 miles, kept in dehumidified garage in Hants.) Price: **£13,000**. Please contact us either in Lyndhurst (Tel. 02380 284098) or in Switzerland (Tel/Fax No. 0041 41 410 82 81)

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 axles. 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 0115 981 4025



1964 Sunbeam Alpine Convertible (racing green). Lovely car for summer (but it's not a Traction!) Owned by me last 8 years. MOT until end August 2002. Reasonable condition (looks nice and goes, but some rust). Worth about £3000 but would accept **£2500** for quick sell. May consider swap or p/x for small boot Paris built Traction. Andrew (020 7267 5869)

Traction 1948 Slough built for restoration or spares, engine runs. **£600**. Tel. 07855 772785 Dorset.

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.



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.

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 Familiiale 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

Citroen 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.

PARTS FOR SALE

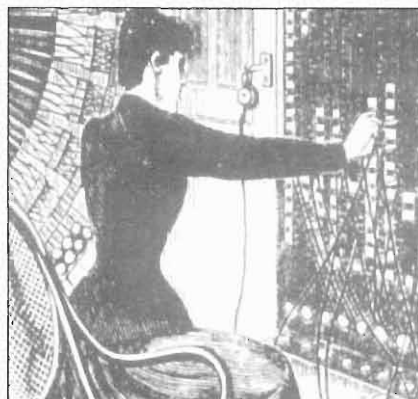
Parts for Sale. Original Repair Manual (in English), Citroen 'Twelve' & 'Fifteen' models 1938-1950 illustrations and repair procedures. Good condition **£35 o.n.o.** Steve Driver 01306-730552

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

WANTED

Wanted: Scrap post-war Light Fifteen radiator grille (i.e. brass based) to repair 1934 Big Fifteen grille (which has the smaller starting handle hole). A damaged grille would be fine so long as the area around the starting handle hole is sound. Also wanted, pre war / immediately post war Lucas distributor (type DKYH4A CJ32). Walford Bruen 01548 810655

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



tochelpine

0870 012 2002

from abroad

0044 115 911 0960

email: help@ntlworld.com

