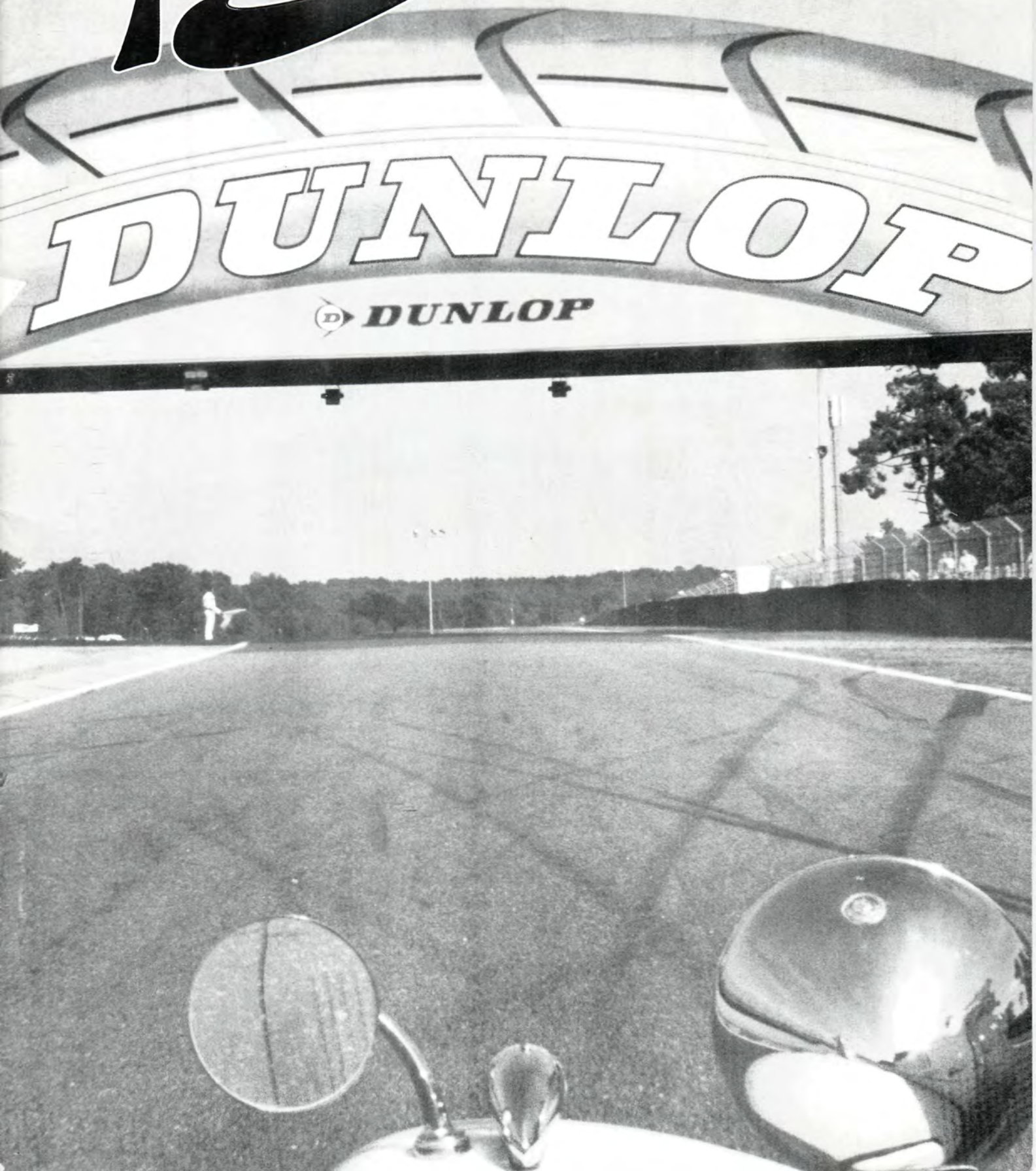


# Floating Power

december/january | 2003



# toccontact



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Club Tools are available in these areas



Approximate position

For details of area meetings please  
contact your local organiser

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## Editorial

*Le Mans echoed again this autumn to the boom and roar of classic and vintage racers from the 20s to the 70s. This most spectacular of events has endured through the decades and the local population has grown up with the invasion of sound, competitors and spectators from all over Europe - the majority of course travelling from Britain. At this year's inaugural Le Mans Classic, an intrepid band of TOC members rode off along with the Ferraris, Maseratis, Bentleys, Lagondas, Fraser Nashes - not to mention GT 40s, Porsches, and Lolas to meet at La Sarthe for a motoring extravaganza that any petrol head would die for.*

*The attraction and the affection shown towards the Traction in its homeland is legendary and obviously helped oil the rules for our members. Nigel Webb's report gives an insight into the excitement and camaraderie that such an event generates. Let us hope that this will be repeated in the future and that we can arrange for more of us to enjoy the scene.*

*Alec Bilney complements Marcus Lasance's report from the USA and gives us more details of the 12th ICCCR and preparations are already in hand for our own Lakeland Rally and Annual Rally in Perth next Spring and Summer.*

*During these long boring winter nights when you wish you were out in the Traction, maybe you could have a think back to see if you have any stories from the season on places or incidents of interest you would like to share with other members. If so, just drop me a line or send an email together with any pictures for future issues.*

*Finally, a Happy and Prosperous New Year to all from your committee.*

Copy date for next Issue: 1st February 2003

## Front Cover



*Pole position or waiting to be lapped?  
To a Traction owner, all that mattered  
was just to be flat out on the circuit  
at Le Mans!*

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## Chairman's Note Euro English

January 2003

Paul De Felice

I am writing this report as we have just finished our 2002 TOC AGM held at Walsall.

We have two committee members standing down this year: Alec Bilney, due to heavy business commitments is standing down after many years service to the club. Alec has assured me he will continue to be an active member and I would like to thank him for all the work he has done for the club over the years, both as a committee member and as past chairman, his wisdom has always been appreciated.

Pat De Felice has also decided to stand down after a year in the post as Club Secretary and her efforts were very much appreciated by the committee as she soldiered on in her role through times when there were just not enough hours in the day to carry out her role as she would have liked to.

Any members who would like to join the committee and help run the administrative side of the Club please come forward and volunteer as any help would really be appreciated.

I am pleased to announce that Trevor Dyer of Kingsbridge in Devon has stepped forward and offered to take on the role of South West Section Representative and is really looking forward to contacting all the local members in his area and taking on his new role. I would like to thank Malachy Bell for all his work in the south west, co-ordinating all the local events.

The social event organised by Steve Southgate at Walsall Football Club the night before the AGM was a tremendous success with many members boogying the night away remembering those dizzy days and nights of the 70s. Thanks to Steve and his supporting family for thoroughly entertaining us - we all had a fantastic night.

## New Members

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

- 1786 A. Crowley, Findon, Worthing, W. Sussex
- 1787 H. C. Hall, Grimsby, N.E. Lincs
- 1788 J. Diehl, Cranleigh, Surrey
- 1789 C. Rabson, New Maldon, Surrey
- 1790 R. Grice, Felmersham, Bedford
- 1791 J. White, Glenrothes, Fife
- 1792 M. Shine, Lucan, Co. Dublin
- 1793 J McCullough, Lisbane, Co. Down

The European Commission has just announced an agreement whereby English will be the official language of the European Union rather than German, which was the other possibility. As part of the negotiations, Her Majesty's Government conceded that English spelling had some room for improvement and has accepted a 5-year phase-in plan that would become known as "Euro-English".

In the first year, "s" will replace the soft "c". Certainly, this will make sivil servants jump with joy. The hard "c" will be dropped in favour of "k". This should klear up konfusion, and keyboards can have one less letter. There will be growing publik enthusiasm in the sekond year when the troublesome "ph" will be replaced with "f". This will make words like fotograf 20% shorter.

In the 3rd year, publik akseptanse of the new spelling kan be expectet to reach the stage where more komplikatet changes are possible. Governments will enkourage the removal of double letters which have always ben a deterrent to akurate speling. Also, al wil agre that the horibl mes of the silent "e" in the languag is disgrasful and it should go away.

By the 4th yer peopl wil be reseptiv to steps such as replasing "th" with "z" and "w" with "v".

During ze fifz yer, ze unesenary "o" kan be dropd from vords containing "ou" and after ziz fifz yer, ve vil hav a reil sensibl riten styl. Zer vil be no mor trubl or difikultis and evrivun vil find it ezi tu understand ech oza.

Ze drem of a united urop vil finali kum tru.

If zis mad you smil, pleas pas on to oza pepl. Zen ve vil rul zeworld!!!

## Club Archive

**Lynda Ogborne reports:** I now have an archive copy of almost all issues of Floating Power. However, there are some missing and I would be grateful if members, particularly past and present committee members and those who have been involved in producing the magazine, could hunt around to see if they have any spares that would fill the gaps. We have my own personal copies from the point at which we joined the club (Volume 18 Number 3) as a backstop but would prefer to keep these separate from the archives. I am also aware that some members have complete sets but, of course, I am not asking for these to be given up. These are the missing issues:-

**Volume 1; numbers 1 and 3, Volume 2; number 4, Volume 22; numbers 1, 5 and 6, Volume 23; numbers 1 to 6, Volume 24; numbers 1, 2, 3, 5 and 6, Volume 25; number 1**

I also believe that Volume 14, Number 6 and Volume 15, Number 1 were never issued - perhaps someone could confirm that.

## tocspares hotline

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Chris Treagust, 98 First Avenue, Batchmere, Chichester, W. Sussex, PO20 7LQ. Email: [chris.treagust@tesco.net](mailto:chris.treagust@tesco.net)





Bill Smout's Traction "Rocky" after collision (above) and now restored after his Norway incident.



## 2003

### FEBRUARY 7TH - 9TH PARIS RETROMOBILE

For more details contact Tony Latchford: Tel: 01245 328009

### MARCH 15TH - 16TH CLASSIC SHOW - ALEXANDRA PALACE

For more details contact Tony Latchford: Tel: 01245 328009

### MARCH 21ST - 23RD SCOTTISH CAR CLUB ANNUAL DINNER DANCE, PERTH

The weekend package is: arrive Friday 21 March - bed & breakfast Saturday - dinner dance Saturday night - bed & breakfast - AGM Sunday -

THE WHOLE PACKAGE - £100 per couple

Dinner Dance only - Saturday night - £17.50 per person

Dinner Dance & Saturday night bed & breakfast - £70 per couple

To book - phone Karen Graham at the Jarvis (City Mills) Hotel, Perth quoting "Citroen Car Club Special Deal" -

Tel: 01738 628281.

Kenny Cocker: Email: ken@hillfoot.fsnet.co.uk

### APRIL 26TH HENLEY RIVER AND ROWING MUSEUM

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

### MAY 23RD - 26TH 3RD LAKELAND RALLY

Contact J Rogers: 01524 733473 or B Cuppage: 01697 478301

### JUNE 20/21/22 TOC NATIONAL RALLY - PERTH, SCOTLAND (note - corrected date)

The weekend base will be at Perth Airport on the A94, 1 mile north east of Perth. Sky Lodge rooms at the airport are available at a special rate of £15 for a single room and £28 for a double en suite room - early booking is advised quoting Traction Owners Club. Tel: 01738 555700 or e-mail: sky lodge@perthairport.sol.co.uk We hope for a good turnout and will be happy to provide more information if required.

Kenny Cocker Tel: 01821 650436 Email: ken@hillfoot.fsnet.co.uk

### JULY 11TH - 14TH BRITTANY TOUR

For more details contact Tony Latchford: Tel: 01245 328009

### JULY 12TH & 13TH LES TRACTIONNADES - CLERMONT FERRAND, FRANCE

For more details contact Mark Cooper: Tel: 07889 750336

### AUGUST 22, 23 & 24TH EUROCITRO 2003, CIRCUIT DU MANS, FRANCE

For more details contact Mark Cooper: Tel: 07889 750336

### SEPTEMBER - DATE TO BE CONFIRMED NORMANDY TOUR

For more details contact Peter Simper: Tel: 020 8891 1093

### NOVEMBER 8TH - 9TH NEC CLASSIC SHOW - BIRMINGHAM

For more details contact Mick Holmes: Tel: 0115 911 8218

## 2004

### AUGUST ICCCR SWITZERLAND

at Interlaken in the beautiful Bernese Oberland. www.icCCR.org



# Lemons to Le Mans

By Nigel Webb

**Originally this was going to be a visit to a vintage gathering in Montlhery. That was the intention when four of us got together in the City Arms in Wells last November to thrash out some details. Subsequently, because of uncertainties over whether Montlhery would actually take place in 2002, we opted for the inaugural Vintage Le Mans event instead. The whole thing was as hit and miss as that!**

The upshot was that, four months later than originally planned, myself, John, Paul and Terence rendezvoused at a pub in the Portsmouth ferry terminal ready to embark on our overnight crossing to Ouistreham.

Symmetry was the order of the day-or night to be more precise. Four Tractions were making the trip, two of which were light coloured short wheelbase cars while the other two were dark coloured long wheelbase cars. Talking of symmetry (selective dictionary definition: "beauty resulting from..."), an early shock was the colour of our Chairman's hair when he arrived. "It had been recently applied and was a sort of red oxide brown or brown

oxide red, depending on your angle. I'm not sure if we ever got used to that one".

For moral support (and to share costs), we had gathered an intrepid band of navigators. Tony, a friend of mine and John's brother-in-law, Brian were both blissfully ignorant of matters Traction. Andrew, former TOC General Secretary, who would be accompanying Paul, wasn't. Terence's partner Jane had also, in a weak moment, kindly agreed to participate.

It soon became clear that our cross channel ferry was to be a treasure trove of exotic machinery. We found ourselves in the company of Jaguar C and D Types, Frazer Nash TT Replicas, Ferraris, Maseratis and all manner of stuff all bound for the same destination.


Once in France the journey to Le Mans was accomplished with relative ease. We meandered in convoy, away from the main autoroute, stopping for coffee breaks and then lunch in true *laissez-aller* fashion. As always, we enjoyed the almost obligatory enthusiasm which the French locals display whenever they see a Traction

on the road. My own car did show signs of missing towards the end and backfired occasionally but adjustment of the mixture seemed to put matters right. John had also suffered slightly with a malfunctioning regulator which he had bought new and fitted prior to the trip. We were to see a lot of his "cardboard" solution to this particular problem.

We arrived at Le Mans by mid afternoon on the Friday and immediately set about organising an on site parking area for our cars for the following day when the event proper would begin. I've made that sound a lot easier than it actually was and in fact we were singularly unsuccessful in our efforts. In brief, it involved joining specific queues on the recommendation of officials speaking marginal English, only to be told, on eventually reaching the front of each queue, by other officials speaking marginal English, that we were in the wrong queue. Never mind, we had Terence with us so there was a general reluctance to abandon all hope.

As it turned out, we had seriously underestimated the charismatic influence



 Brockbank was there first! Ed.



to the circuit and bought our on site parking tickets. It was easy really. It usually is when you're in the right place on the right day.

Saturday was the day that racing

which Tractions wield in the land of their fathers. This was amply demonstrated when we later approached the main entrance to the event, in convoy but still minus the relevant entry documents. As soon as they saw our cars we were enthusiastically waved through without stopping and without question by a succession of smiling officials. The gates were closed behind us and we ended up parking alongside the Coys Auction House which was right in the centre of the event. Welcome to the world of GT40s, Listers, Porsche 906s, Ferrari 250GT0s, Lola T290s et al!

The next day, Saturday, we duly returned

would begin at 4.00pm. The event had been conceived through the Automobile Club de l'Ouest as a celebration of the Le Mans 24 Hours Endurance Race between the years 1923 and 1975. The idea was that actual Le Mans racers from this period would gather and race again over the weekend of 21st/22nd September. Obviously it would be impractical for 1920s cars to race against cars from the 1970s so the event was divided into five categories according to car age. Each category featured four half hour races over the 24 hour period. The drivers of the 1923 to 1939 cars even had a traditional run and jump style Le Mans start!

Visitors could visit the different paddock areas for each category, equipped with a pass and suitably attired in jacket and tie. This we did that morning and I think we managed to uphold sartorial standards in the process.

### **Last Out**

As the afternoon wore on it became apparent that the organisers were encouraging some club members and their cars to drive around the full Le Mans circuit. We had no idea what the qualifying parameters were for doing this but impulsively Paul, Terence and myself, with our cars, got into the slowly moving queue. As we moved forward we gradually nosed our way through thronging hordes and gesturing officials then past historic racing cars and their drivers. Suddenly we were on the circuit and almost immediately throttling between towering grandstands which were full of spectators, all eagerly awaiting the start of the first race which was very imminent. Paul and Terence in front of me disappeared towards Mulsanne and Sarthe. I followed at tappet bursting speed, storming past throngs of waving spectators gathered everywhere along the course. All too soon the sweeping curves and long straights of the 8.5 mile circuit were completed. I later learned that mine had been the last car to leave the circuit before the racing started so thank goodness I kept going! It was a memorable experience.

The racing, when it arrived, with its awesome sights and sounds, was very compelling but I haven't a clue about who won what. Some drivers were taking it very seriously and going for a result. Others less so. We later found out from one of the GT40 owners that the average cost for entering each team was about £8000. More or less all of the teams were privately entered it seems.



We watched the racing from various vantage points that afternoon before making our way into the city of Le Mans for a very pleasant evening meal at La Vie en Rose restaurant. Afterwards some of us returned to the circuit to experience Le Mans racing through the night. My impression was that there probably weren't too many six volt systems being campaigned out there that night!

#### **Short & Curly**

On Sunday we went back to the circuit for more of the same. Unfortunately my car began complaining again on the run in and this time it necessitated some serious consultation. The carburettor jets were stripped out and cleaned by Andrew and all seemed clear until the final jet revealed a blockage which turned out to be caused by a single short curly hair of indeterminate provenance. Happily the DNA tests proved negative but I have my suspicions

We left Le Mans later that afternoon for our return journey and the first fifty or sixty miles were uneventful. A stop in the town of Sees however was memorable for John being confronted by a little old French lady who was very animated but sadly lacking in the molar department. She proceeded to regale him in a manic fashion for several minutes. John's rough translation from the encounter was that, years ago, on the night before her wedding, her husband-to-be had caught her having it off with an Italian in the back of a Traction exactly like John's! John's car had brought it all back to her in graphic detail. Apparently the husband gave her a good slapping at the time but the whole episode does now cast considerable doubt over the true history of John's car.

After we left Sees the problems with my car returned with a vengeance, with the N158 echoing to a sound reminiscent of the bombardment at the Somme. Several roadside stops failed to locate the problem, although a burnt out exhaust valve was suspected. The mixture was further weakened, Tony retreated to the relative safety of Paul's car and we pressed on. By the time we reached Ouireham, my manifold gasket had blown and the local towns folk, upon hearing my arrival, turned and were surprised when a Ferguson tractor failed to hove into view.

Nevertheless we made it and nothing could take away from the fact that this had been an excellent trip. I had never been to the Le Mans circuit before. The organisation which had gone into the event was very impressive with the public

road sections of the circuit closed off for the racing. The diversity, desirability and sheer numbers of the cars attending was inspired. We noted two other Tractions on site besides our own and Coys were even auctioning a pre-war Légère amongst the rest of their exotica.

Apparently Vintage Le Mans may become a bi-annual event and when you consider

the impact which our four Tractions in a line made this time, just think what a whole stack of Tractions in a line could achieve in 2004!





**The Classic Car Show at the NEC this year 2002 was again a great success.**

Five Cars were displayed on the Traction Owners Club Stand, Sheila and Peter Marley's recently beautifully restored 1954 Light 15, Graham Pitcher's 1953 Normale, recently returned from the ICCCR Rally in Massachussets, Dave Gardner's 1951 Light 15, Barrie Longden's 1955 Light fifteen bodied BX D and lastly our own 1955 Commerciale . I would like to take this opportunity to thank the owners of the cars displayed for their time and efforts, and also the other helpers who all contributed such a lot to our Stand.

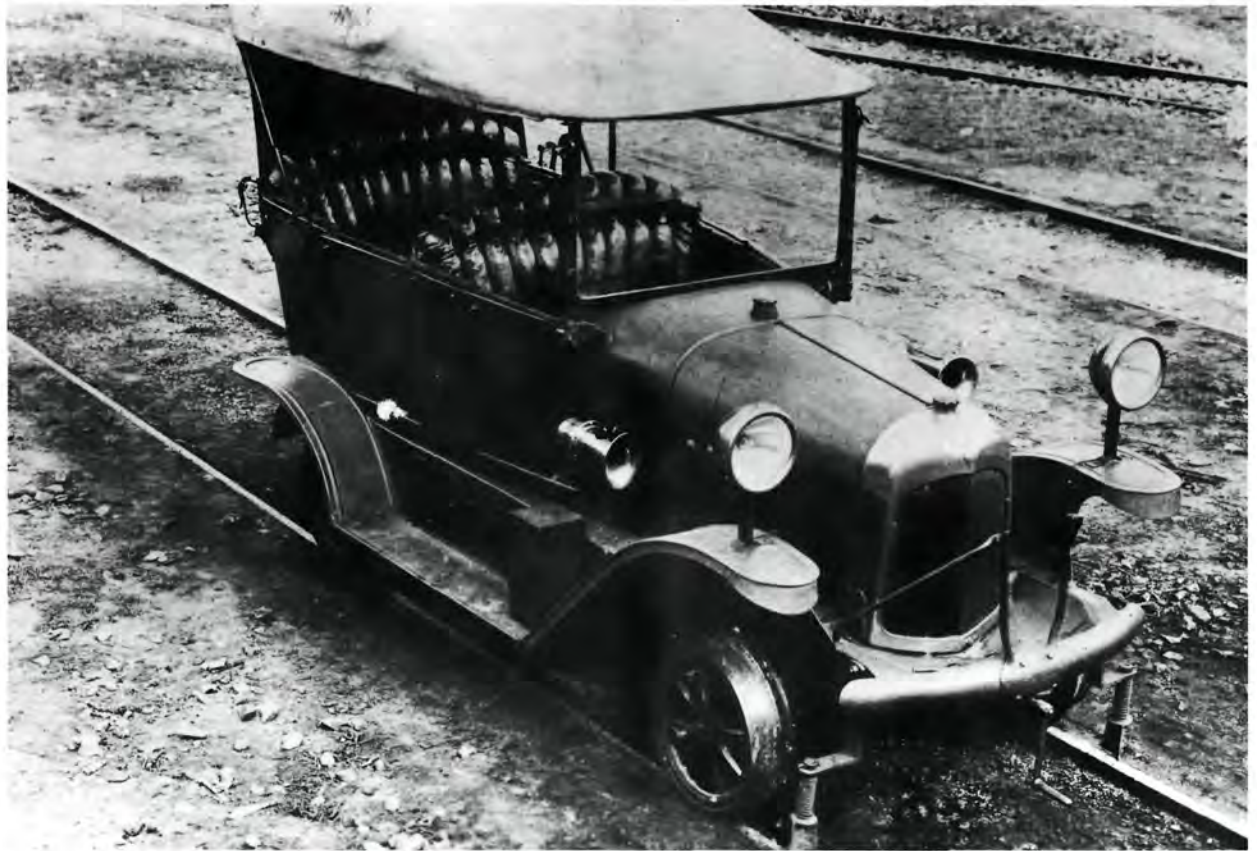
During the two days of the Show we had many enquiries about our Club, signed up two new members and handed out several Membership Application forms. We received many complimentary comments about the stand. Many TOC members visited the stand, both from around England and Ireland, and also from abroad. Chris Goffey, motoring journalist and broadcaster, visited our stand with his wife and was very pleased with our efforts.

At the award ceremony on the Saturday evening, Moira and I were delighted to be given an honorable mention for the Norway trip in the category of best club tour/rally of 2002.

*Mick Holmes*



# tocgallery



## Look Mum - No Hands!

I have recently been lucky enough to obtain some prints of various Citroëns, both Traction and earlier. I do not claim to be a Citroën Historian, just an interested amateur enthusiast, and I invite comment or criticism from members on my comments. To start with, one of my favourites, a rather unusual conversion of a circa. 1921 B2 tourer into a railway inspection vehicle. I do not have any idea where the photograph was taken, and the back of the print does not give any clue. I would think that the gauge of the railway is 3' 6", since the track of the B2 is given as 3' 10" in most sources. If this is so then I would make a guess

that the photograph could have been taken in South Africa, although New Zealand or Australia are also possibilities. Does anyone have any better ideas? Do note the magnificent twin Klaxon horns, and the devices in the front of the wheels for clearing obstacles off the rails. The original print also shows a structure in front of the radiator, possibly to take a headlight to supplement the two car type headlamps. The leather upholstery looks comfortable, and the lack of a steering wheel looks rather odd, but is logical!

*Mike Tebbett.*

## Good Traction!

Reprinted from The Daily Telegraph. October 19, 2002



*Ski tow in Earls Court: commuting to work during the Big Freeze of 1962-63*



**Andrew Rolph** sends us this picture and comments: A colleague has sent me the attached photograph. As he's a public transport buff we should be able to date it. He knows Lyons too, so can probably pinpoint the location. Also in the same vein you may find the following website of interest:

[www.traction.ch/postcards/default.html](http://www.traction.ch/postcards/default.html)

**CITROËN**

**toctech**



volume 1

Maintenance **10**

# toctech forum

Send your toctech tips to  
John Ogborne:  
*Whimbrel Cottage,  
Wells Road,  
Westbury-Sub-Mendip,  
Wells, Somerset, BA5 1EX*  
Email: [jogborne@onetel.net.uk](mailto:jogborne@onetel.net.uk)

Electrics - Corrections to the Wiring Diagram  
and More 6 & 12 Volt Topics

Engines - Yet more on Liners Blocks & Pistons

Suspension - More on Bottom Ball Joint Adjusters

## Liners, Blocks and Pistons



**Tony Hodgekiss comments on Roger Williams' article "Blocks Liners and Pistons" from the August/September issue of Floating Power:**

I agree that the block may not take increased stud torques or even the standard one if threads have been strained in the past. It's always a good idea to use new studs if possible and also run a bottoming tap down the thread hole to ensure it's clean and true. Also a die on the stud, so that the torque setting is derived from true tension, not a dirty or distorted thread. You should try the stud in the block thread by hand first to make sure it's not over-tight at any point.

When I replaced my cylinder head for unleaded a few years ago, I used a copper gasket, because I thought this would be 'kinder' to the block threads, but even so I felt that two of the block threads were

starting to tear out, as I could not get up to the required 36 lbs feet, with the torque seeming to diminish between wrench movements. I came to the conclusion that the threads in the block were giving way.

So I inserted a helical thread insert in each offending hole (eg Helicoil brand), which

have held fine. This effectively gives a 10mm stud the thread size of a 12mm, so the torque can be achieved with confidence. If I had had the time then I would have put these in all stud holes and would recommend that anyone concerned about quality of their threads, modern gasket materials, raised compressions, etc considers doing this to their block. The thread inserts are bought as kits from good engineering suppliers or motor factors. They contain the correct size drill bit and insertion tool as well as the coils and are not difficult to do. You can do it with the engine in place ok.

The cylinder head machinist also recommended using "Wellseal" gasket sealant on the head before fitting. This is like very thin honey which lubricates the 'squeeze and slide' of the head during the tightening process, but forms a seal when



warm. Again available from good motor factors/engineers. This seems to have worked fine and is easy to use.

Any comments on the use of thread inserts and gasket sealants is welcome



## Bottom Ball Joint Adjusters

**The ball joint 'brace' from RW looks a useful bit of kit.**

It seems to me that it would be best made from a simple aluminium casting, which would only need machining on one face and 3 holes drilling. It should be cheaper than fully machined.

I have fitted these screw type adjusters

and they are fine in principle, but I had a problem with one of them. I had to fit an extra spacer between the end of the large screw and the internal cup which is pushed up. If not there was just not enough thread exposed on the screw to get the lock nut on. This implies that the cups/ball was incredibly worn, but I don't think it was. Anyone got any bright ideas

or what did I do wrong? The other side was fine, but I wouldn't say the thread was overlong even there.

Roger is right that the original bolt heads foul up on the dome. 7mm socket head bolts would be ideal here. I'll see if we can get some to sell with the adjusters.

*Tony Hodgekiss*



# Corrections to the Wiring Diagram

## John Ogborne grovels about some errors in the wiring diagram published in the April/May issue of Floating Power

My thanks go to Mr C J Richards of Rugeley, Staffordshire who has pointed out an embarrassingly large number of errors in the wiring diagrams that I included in the second part of the re-wiring article. It is gratifying to know that someone out there is making use of it and in sufficient detail that the errors have been noticed. Here are the corrections.

- The diagrams labelled A and B are referred to on the diagrams themselves as Sht 2 and Sht 1 respectively.

- On diagram B, the lettering of the Front LH Terminal Block is wrong. Letters E and H should be interchanged. If not, you will find your side lights winking on that side of the car when you indicate and the indicator permanently on when you are on side lights!

- On diagram 'A', wires 21 and 22 should be interchanged, either at the Light/Horn Switch or at the fuse block. This will prevent the horn sounding continuously when the lights are on and the rear lights only working when the horn button is pushed! The wire between FS6 and terminal N should have been labelled 32.

Once again, apologies to anyone who has been confused by this and, in particular to Mr Richards. The moral is to double check everything and, when you've done that, check it again!

# More 6 and 12 Volt Topics

## In the same letter from Mr Richards, he suggests a 12/6 volt 'mix and match' arrangement that could have some advantages.

There are two ideas proposed; one is to have a separate 12 volt system for starting but leave some of the instruments and accessories on 6 volts; the second is to have two batteries with a cunning charging system.

It would be feasible to have a 12 volt battery, dynamo and regulator (or alternator) to provide power just to the starter. The problem is how to arrive at 6 volts for everything else. A series resistor is not practical for several reasons:

- A resistor can only reduce the voltage by absorbing power, which then appears in the form of heat. This is wasteful and would require a high wattage resistor and heatsink.

- Most importantly, the voltage appearing on the 6 volt end of the resistor will vary with the current being drawn. With no current at all, the voltage will still be at 12 volts and will only be at 6 volts at one specific current depending on the value of the resistor. This renders it a totally impractical solution, although one possibility would be to have separate resistors for each item, (lights, indicators, wipers, gauges etc.) with values appropriate to the current that each item draws. Still not very practical.

A 'voltage to voltage' converter (which maintains a constant voltage independent of current) would do the job but it would have to be capable of handling high currents and would still only achieve about 80% efficiency at the very best. Difficult to find and quite expensive.

Providing charge to a 6 volt battery via diodes is possible. Connect the 12 volt

battery straight to the dynamo regulator/alternator as normal and connect the 6 volt battery via a diode and series resistor to limit the charging current to a fixed value. As before, high wattage components, lots of heat and the 12 volt battery perpetually recharging the 6 volt one. There are more complex solutions that would avoid at least some of these problems but I would suggest that the cure is worse than the disease!

The practical solution is to bite the bullet and go for a full 12 volt system. Leave the 6 volt starter and horn (at least until it burns out!) because they are pretty impressive on 12 volts; change all the bulbs and the coil, leave the petrol gauge and fit a simple voltage regulator for the wipers (see Floating Power March 1998). Alternatively just get the 6 volt system in order!

## Another Useful Web Site

Terence McAuley recommends this web site that has established a quality control system for Traction spares.

[www.traction-avant.com](http://www.traction-avant.com)

# TOC Website

[www.traction-owners.co.uk](http://www.traction-owners.co.uk)

As a club we, the members, are not really using our website enough. It is a good website, and I think well designed. It regularly has a high number of people accessing it. Many of these are Traction enthusiasts who are not members of the TOC. They may be members of other clubs, perhaps in other countries. Or they may be Traction owners or potential Traction owners. They may want to buy or sell a Traction, or they may have a problem with one. But it seems to me that there are a lot more of them than us. And our club needs to be friendly to them. We must keep our pages fresh and interesting. If you can think of anything that you would like to see on our website, please contact me directly and I will try to get something done.

There are various objectives in having a website. It is an advert for the club, it attracts new members, it announces forthcoming events, and it reports on past ones. We have sections for the club shop, the spares scheme, and some technical reports. What it doesn't do too much at the moment is to interact. But it could.

We ran an experiment a while ago with an interactive area which we called *inside\_trac*. It was perhaps unfortunate that the company who provided the service was taken over, and the changeover seemed to cause lots of problems. Lots of us found it hard to access *inside\_trac*, and I suspect that many have just given up trying. This is perhaps a shame because I hear the service is quite good now. However there is another system which we have set up, and which has been tested for a few months. There is a link from our website to another interactive

area which has the potential of running a series of discussions. We have created a sales and wanted section. Anybody can post a notice, or respond to one. There is a password, but it is simple to obtain and use. I think that there are about 30 cars advertised at the moment. So far 3 cars and a manual have found new homes. I find the majority of enquiries are coming from outside our club, and from all over the world.

Just the other day we had an enquiry from an Australian. He had a technical problem with wear in the splines connecting the camshaft to the pulley shaft on a very late Light 15. We gave some advice, and he should be able to sort things out. But he felt he had another problem. He couldn't find anywhere on the web to ask his question easily. He wasn't blaming us, in fact he had problems with other sites. He tried *inside\_trac*, but couldn't make it work for him. He thought that our sales and wanted area would be the sort of area that could help him if it had a technical area as well. Well it can easily do this, in fact it can have lots of areas for whatever we want to interact over. So to start, we are going to switch on another area for general technical problems. Now this will work if we use it. If we don't it may go the way that *inside\_trac* has gone.

Please look at our website on a regular basis, it should only take a moment to see if there is anything new. Please look at the sales and wanted area, and the technical area when it gets going. And please contact me with any ideas to improve the website.

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

# Puzzle Corner

**Roger Williams sends this brain-teaser.** This is no academic or mathematical puzzle but a real-life conundrum that he encountered on a 15/6 Traction. There are no prizes for coming up with the answer but just think of the glory!

A reconditioned and fully tested oil pump was fitted to a 15/6. On test, it pumped at a pressure of 70 psi with oil at 70 °C at a speed of 1000rpm. Yet when in the car it would only pump at 50 psi and, as soon as the engine revs were increased, the pressure dropped to around 2bar 30 psi. The photograph shows the pump in question in the test rig.

The following conditions may be assumed:

- **The correct quantity of oil was in the engine**
- **The oil was Castrol GTX**
- **The fault occurs whether the engine is hot or cold**
- **The fault would be the same in the four cylinder engine**
- **The oil pressure sensor is at the end of the gallery that is fed directly from the pump; from there, the oil goes to the main bearings.**

Be brave, put your thinking caps on and send your explanations for this phenomenon to John Ogborne (contact details above) for publication in the next issue of *Floating Power* where Roger will also give the correct answer.



# tocsection scene

## Scottish section

### March 21 - 23

As always the Scottish Section of the Citroën Car Club have extended an invitation to TOC members to join them for the annual dinner dance weekend at Perth. Dates are Friday 21 to Sunday 23 March 2003.

The weekend package is:

arrive Friday 21 March - bed & breakfast,  
Saturday - dinner dance, Saturday night - bed & breakfast -  
AGM Sunday -

THE WHOLE PACKAGE - £100 per couple

Dinner Dance only - Saturday night - £17.50 per person

Dinner Dance & Saturday night bed & breakfast - £70 per couple

To book - phone Karen Graham at the Jarvis (City Mills) Hotel,  
Perth quoting "Citroën Car Club Special Deal" -  
Tel: 01738 628281.

Maybe some of you would prefer this type of accommodation for the Annual Rally - perhaps they would do a special rate for that too - worth a try perhaps.

### Lunch Run 2003

Due to the close proximity of the Annual Rally at Perth we have decided to miss the lunch run out in May. We will probably use that Sunday to "try out" the route for the Annual Rally, so if anyone fancies a May mystery tour you can get in touch. Julie and I wish you all a Merry Christmas and a Guid New Year - get your "Scottish phrase books" looked out!!

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

## Peak section

### February 2nd

As usual we will have our annual Christmas lunch in February. It may not be at the "Bull'i'th'Thorn" as the landlord is leaving in January. Please contact me for details but it WILL happen at 12.00 on Sunday February 2nd - somewhere in Derbyshire!!

Merry Christmas to you

Bev Oates Tel: 01629 582154

## Surrey, Hampshire Sussex Borders section

### January 1st 2003

News Years Day at The Barley Mow is a Vintage Sports Car Club meeting, which is well worth attending, for enthusiasm and a great variety of cars. Brooklands Museum is open on New Years Day, at which there is another gathering of old car enthusiasts. Brooklands is only ten minutes away from The Barley Mow, so it is very easy to attend both events, and get the New Year off to a flying start.

Sunday meetings at The Barley Mow, The Street, West Horsley, Surrey: 19th January, 16th February, 16th March, 20th April, 18th May, 15th June Summer Barbeque, 20th July, 17th August, 21st September, 19th October, 16th November, 21st December 2003 Christmas Lunch.

Information on trips and events to follow.

For further information phone John or Helen on 020 8330 7216.

## Lakes & Border section

### May 23 - 26

Lakes and Borders Section invites all members to the 3rd Lakeland Rally Friday 23rd May to Monday 26th May 2003.

Accommodation will be at the Castle Rigg Campsite, Keswick or at hotels etc. by enquiry of Bob Cuppage

Programme of events to include: Friday - Arrivals/Bar B Q and Drinks in the hotel bar. Saturday - A convoy run to the Ulswater Steamer, for a sailing of approximately 1 hour. Followed by a visit to Dalmain House for lunch. Saturday Evening dinner in the Castle Hotel, Keswick with bus transport available. Cost of dinner will be £22.50 to include bus transport and some wine. Sunday Convoy visit to the West Coast to include a trip on the Li'le Ratty steam train at Ravensglass and lunch in the pub at Boot. Evening Bar-B-Q we provide the fire, you provide the steak bangers and sunshine.

For further information and costs please phone Bob Cuppage 01697 478301 who will be pleased to send an information pack and booking form upon receipt of an S.A.E. with stamps for 87p. Anyone wanting further info can contact Jim Rogers on 01524 733473 or Bob Cuppage on 01697 478301.

## South Midlands section

### April 26

Our next meeting will be on Saturday 26th April 2003 at the Henley River and Rowing Museum. Arrive anytime during the morning and leave whenever you like in the afternoon. We can eat at the museum café or there is a good choice of pubs and eateries in the town.

Drivers of traction engines should note that they may only tow one trailer at a time over Henley Bridge!

Further details from Robin Dyke Tel: 01865 858555

Email: robindyke@aol.com



## London section

Regular meetings on the last Tuesday of each month at the following locations:

**Even months:** From 8 pm at "Ye Old Cherry Tree, 22 The Green, Southgate, London, N14 (Tel 020 8447 8022)

**Odd months:** From 8 pm at Café Dysart, Petersham Road, Richmond, London, TW10 (Tel 020 8940 8005)

If you need any further information please contact Peter or Sue Simper on 020 8560 3267 (days) or 020 8891 1093 (evenings).



Glamis Castle

# Traction in Tartan

**Annual Rally, Perth, Scotland, 20-22 June 2003**

**The TOC Annual Rally next year will be held at Perth Airport which is situated 1 mile north east of Perth on the A94. It is a very pleasant rural location surrounded by some of Perthshire's most outstanding scenery. Sky Lodge en suite accommodation is available on site at a cost of £28 per double room per night as well as our own camping field for tents and caravans. This area will also be the location of the Rally Field for the weekend. There will be showering facilities nearby for campers and also a water supply and toilets.**

The Perth area has ample bed & breakfast establishments as well as a good selection of small and large hotels, so something for everyone. Perthshire Tourist Board will be happy to provide information packs for Perth and surrounding areas. On site accommodation does, however, avoid the problem of having to drive back to your B&B after the Ceilidh!!

Perth stands on the River Tay which is famous for its salmon fishing as well as featuring in William McGonagall's poetry "the Tay the Tay the silvery Tay, it flows from Perth to Dundee every day"! Kinnoull Hill is also a feature of Perth's landscape with its stone tower on the cliff

top offering stunning views over the Fair City towards the Grampian mountains in the north and over the Carse of Gowrie towards Dundee and the Kingdom of Fife to the south and east.

The village of Scone and Scone Palace are on our doorstep and numerous famous golf courses, St Andrews, Gleneagles and Rosemount to name but a few, are all within easy reach if you are planning to stay on for a few more days. Royal Deeside or the Trossachs are an afternoon run or, alternatively, you could move on and reach Skye and the West Coast the same day.

#### **FRIDAY 20th JUNE:**

From 4pm there will be a warm welcome awaiting you - and an evening barbecue on site. Bring your own sausages, burgers, steaks, chops or whatever to cook and salads, rolls etc will be provided, and I daresay some locally produced ales and other refreshments will be available until they run dry. Then it's just a short stroll to bed.

#### **SATURDAY 21st JUNE**

Whisky, of course, is a product of the area and on Saturday we will have a tour of Perthshire's most scenic routes with a stop off at Glenturret Distillery, just outside the country town of Crieff, which is home to

'The Famous Grouse' [as well as Ewen McGregor]. Glenturret now boasts the 'Famous Grouse Experience' with, of course, a sample of the amber nectar on the day. There will be an opportunity to have your own picnic lunch, or a snack lunch or indeed a sit down lunch in the restaurant depending on individual requirements - nothing quite like some Scottish air to whet the appetite - and the menu includes the best Scottish fayre, haggis, venison, salmon etc etc mouth watering yet?

Although the whole route is not definite as yet I can say that the roads covered will afford views of some of Scotland's best loved sights and scenery to include Crieff, Pitlochry, Dunkeld all combined with rivers, lochs & mountains. We will get back to Perth in time for you to prepare for the evening buffet meal in the airport's Stormont Hall accompanied by a ceilidh band with, of course, a typically Scottish flavour. Don't panic if you don't know the dances, there will be a caller and lots of willing helpers to show you the way. So, loosen your corsets and have a good time! We will be looking at Dashing White Sergeant, Strip the Willow, Orcadian Reel - now there is a dance!!!! - and lots of others - waltzes, quicksteps too. The



dance floor is superb with lots of space to Highland fling, skirl your pipes, flash your sporrans or you can just stand at the bar and watch.

#### SUNDAY 22nd JUNE

Morning - quiet start perhaps - as Saturday could be a late night.

Breakfast - full Scottish if desired - available at the on site self service restaurant which the caterers will be happy to open for us around 8.30 ish.

Driving tests, again on site, for as many as feel up to it, followed by a short trip along the valley of Strathmore to Glamis Castle, one time home to the late Queen Mother. Glamis Castle is set in magnificent grounds, the entrance is through an ancient stone archway down a long and impressive drive to the Castle itself. The plan is to drive down in convoy, and we will be met at the castle by a piper and parked, as directed, on the east and west lawns directly in front of the main Castle doorway. A tour of the Castle is included in the package and is highly

recommended. The Coach-house hosts a detailed and interesting display of HRH the Queen Mother's memorabilia, photographs etc of her visits and time at Glamis.

There are gardens and, of course, gift shops and castle restaurant as well as numerous picnic tables all in the grounds..

Concours and judging will take place here with the prize giving ceremony either in the grounds or in the Castle, yet to be decided.

After this we will depart either to go home, continue with a few days holiday or indeed return to Scone Airport to disperse from there. We offer you an all inclusive package and will do our utmost to make it an enjoyable and memorable weekend and hope we can tempt as many as possible to come and sample our hospitality.

**Kenny Cocker and the entire Scottish Section, Hillfoot Cottage, Collace, PERTH, PH2 6JB.**

Email: [ken@hillfoot.fsnet.co.uk](mailto:ken@hillfoot.fsnet.co.uk)

## Costs

#### ACCOMMODATION

£15 per single room £28 per double room en-suite on site at Skylodge (01738 555700). Book and pay this direct yourself. You can view the Airport and Skylodge rooms at [www.scotland2000.com](http://www.scotland2000.com) Anyone seeking other accommodation can choose from the Tourist Board selection (please tick box to receive).

#### CAMPING/CARAVANNING

£6 per unit per night on rally field Payable with administration charge

#### ADMINISTRATION & WEEKEND PACKAGE

Cost for this has yet to be finalised but will include:

Registration, Rally plate, route instructions etc.

**Friday** - evening barbecue (bring your own bottle and steak)

**Saturday** - entry to Glenturret Distillery and Famous Grouse Experience tour

**Saturday night** - buffet dance/ceilidh

**Sunday** - concours, entrance to Glamis Castle and conducted tour



# Tractions in Tartan

In order to let us plan your weekend in more detail please fill in and return this form (*photocopies accepted*) to give us an idea of probable numbers making the trip.

NAMES \_\_\_\_\_

ADDRESS \_\_\_\_\_

POSTCODE \_\_\_\_\_

PHONE \_\_\_\_\_

EMAIL \_\_\_\_\_

VEHICLE \_\_\_\_\_

MODEL \_\_\_\_\_

COLOUR \_\_\_\_\_

REG. No. \_\_\_\_\_

YEAR \_\_\_\_\_

TOC MEMBER

yes  no

Please state intended accommodation

CAMPING/CARAVAN yes  no

SKYLODGE yes  no

OTHER \_\_\_\_\_

No. IN CAR \_\_\_\_\_

TOURIST INFO

yes  no

Send to: Kenny Cocker, Hillfoot Collage,  
Collace, PERTH, PH2 6JB



# 12th ICCCR USA

*Alec Bilbey reports from Amherst*

**In the last edition of *Floating Power*, Marcus Lasance recalled his journey with a Traction to and from the twelfth ICCCR in the USA. But he left a report of the ICCCR itself to someone else. I hope this will fill the gap.**

Carol and I shipped our 6-Familiale across the Atlantic from Le Havre to Newark in early July 2002. We flew over in early August '02, and began following Rand-McNally maps around New England. Like Marcus, we spent our initial week meeting friends in New Jersey, and then travelled the 400 miles or so to the ICCCR site. On Friday 9th August we crossed the Hudson River, and pressed on into Massachusetts, thence directly to Amherst and at about 5pm we arrived at the Campus of the University of Massachusetts. It was a truly huge area, several miles in each direction, with dormitory buildings and teaching facilities and, of course, nearly endless sports grounds. It turned out to be one of several campuses (campi ?) of UMass, for which there was a dedicated police force. After some miles inside the grounds we found the ICCCR check in, which seemed to be manned entirely by French Canadians. Then on to the rally field itself. We had arrived.

The promised evening meal was in an auditorium that we could have walked straight into from the park, but the directions we followed led us on a devious route through an air-conditioned building rather as the Paris tube stations need good walking skills. The Americans eat early! Even at 7.30 we were among the last, and food was running out, but we got enough and found seats on a table opposite a mother and daughter who drove a 2CV in New York city. A jolly, lively, evening exchanging views and experiences, in what was quite a throng of people who had travelled hundreds, even thousands of miles to talk to each other.

## **THE ICCCR ITSELF**

Saturday was an opportunity for the Newark veterans to meet again, and for us to see how the Americans did things.

The ICCCR show site was large but still inside the campus. The cars were arranged in two sections of a park with a central lake that was surrounded by willows. Very picturesque, but it effectively divided the participants in

half. The Tractions, H-vans and the few rear-wheel drives were on one side, and the Ds, SMs, CXs, GSs and Meharis, etc. were on the other, all parked in an orderly manner facing the pathways. Except the 2CVs which were, naturally and typically, crowded together in their own gathering, among which was surely the greatest mixture of nationalities, with cars from Australia, Belgium, Canada, France, Germany, Netherlands, South Africa, Switzerland, UK and USA, at least. It was pleasing to see that the local American owned 2CVs from such as New York city were as freely decorated with save-the-world, nuclear-power-no-thanks and have-fun type stickers as we are used to at other ICCCRs.

Although the weather had been hot when we arrived, Saturday was hotter (and Sunday was hotter than Saturday), so the desire (need ?) to get in shade from trees soon began to create little oases of people and cars gradually moving round as the sun moved.

Besides the other participants, who always wander around and view each others' cars, there were many people who were simply part of the University who came over to look, and were very willing to talk. It was a new experience to find foreigners with their own cars and, as always with Americans in America, they were generous with praise and offers of hospitality. Once one couple had started a conversation, others would stop and simply take part, often asking the same questions again, and none in any hurry. They ranged from buxom ladies who simply gushed, through academics who were curious, a elderly gent who used to run a Citroën dealership locally, and one old chap actually wearing bib-and-braces overalls and a Casey Jones peaked cap. He turned out to be a steam car fanatic who lived nearby.

There was a sales bazaar in a basement room, with some twenty stalls, about half selling clothes or toys and most of the rest had the usual books and publications. The few stalls selling parts, of course had to span the whole model range. There was also a static display of some historic Citroëns of the last eighty years which were, I understand, lent by the new Paris [Conservatoire]. As it was quite cold in the air conditioned interior, I did not linger at the bazaar or the musée.

Overall, the car numbers were not high by ICCCR standards. I estimate there were about

600, of which 100 or so were from Europe and a handful from Australia and South Africa. But I was told that by US standards this was a huge gathering, to the extent that some natives had thought the 30 or so Citroëns parked haphazardly at the check-in was the rally. There was about 60 Tractions, the same as we expect at a TOC annual rally, about half of them being the Tracbar group of Frenchmen, who had shipped their cars to Los Angeles and driven across USA via Route 66 (most of which were still impressively immaculate and running exquisitely).

Saturday ended with a gala dinner in the same auditorium. It was described as Lobster-and-Fixins, and was delicious. This time everyone was on time and many had taken the trouble to dress formally. It was again a help-yourself buffet but, instead of everyone following each other along a single table, American efficiency had arranged four rows of food for people to pick from, and there was no feeling of being kept waiting. There were some speeches as the evening wore on, including one from a Briton, who expressed the pleasure of all the UK participants. The meal was mainly another excuse for us all to mingle with other Citroënistes. Carol and I, with Bernie Shaw (who had flown over to attend a business meeting in Boston on Monday), shared a table with five American enthusiasts. A young couple from Pennsylvania who owned a Traction had not brought it because they had considered a round trip of over 600 miles a bit too far for it. Throughout the weekend we were to find others with a similar opinion, and gradually concluded that it is the Americans, who live with the great distances, who are generally less willing to tackle it. On the other hand, three SM owners (two from California and one from Texas) had driven 3,500 miles, one way.

We spent considerable effort urging all those to whom we talked to consider planning ahead and arranging now to attend the 2004 ICCCR in Switzerland, preferably with their cars but if necessary without. Later on, we had a lengthy talk with Michael Cox, the principal organiser, who confirmed that this meeting may well have created an interest about what happens outside the USA. We'll have to see, but it would indeed be nice for the habit to grow. ...Continued on page 18



Sunday, I regret, seemed somewhat anticlimactic. The same gathering of cars, this time claiming the shade early on. About noon we saw a dozen or so of the shiniest cars, ranging from very old to very new, being lined up on a fresh lawn, and assumed that would be a prize giving site. But no notice appeared or announcement made (there was no PA at all), and nothing further seemed to happen. By 3pm about half the cars had left or were preparing to leave (with surprisingly little tooting, surely the global signal of hello and goodbye for Citroënistes). The 12th ICCCR that we had looked forward to for four years was over, and as the air temperature by then was such that the engine of a car parked in the sun was at running temperature even before firing up, those of us staying Sunday night were seeking cool rooms in preparation for an evening meal in the town..

If there was a prize giving ceremony, or any speeches, we missed them. We hope there was an acknowledgement of the UK, European, Australian and South African enthusiasts who came with their own cars, and some encouragement for US Citroënistes to plan for '04.

#### THE RAID MONTREAL

As an adjunct to the ICCCR, a raid to Montreal had been arranged, and we had naturally joined it. It was a two-day journey, and we left very early on Monday morning, to get a goodly amount of the journey behind us in the cool of the morning. An indication of the huge distances between places, and the emptiness of US roads, was that, although we followed the route map exactly, the next time we saw another Citroën was as we entered Stowe in Vermont for the overnight stop.

The experience of driving a Traction in the USA needs some description. There were long hauls as we ate up the miles, but our comparatively sedate pace allowed time to watch the Americana distributed along the roads and on them; Norman Rockwell lives! The gently undulating rural roads that we used went through small town after small

town, each with its own arbitrary speed limit (35, 25, 40, 30, 45 posted on a piece of dexion angle iron), each town with a small neatly painted church and a funeral parlour (parlor) next door, and houses with porches to sit on and mown lawns. There were huge car parks outside stores but only a few cars together in one corner, dusty frontages of factories and tyre (tire) dealers and wholesale outlets, traditional all American diners, and in between everything there would be a collapsing house that was clearly still lived in and had a rusty car on the lawn that the grass had been mown around for years. At the central crossroads of each town there was a winking amber traffic light slung from the endless power and telephone cables that run with the road into the centre of each town and then on out again. There was often a memorial or plaque commemorating a historic event that had occurred there. The infrastructure of an American town is the most enduring of memories.



We came upon the USA / Canada border quite suddenly, though not unexpectedly. We were on a quiet country road, with few other vehicles going either way, but there was a fully manned US post and Canadian post, with flags flying and armed guards on duty. We suppose there must be literally hundreds, even thousands, of such border posts across the North American continent.

On the second evening in Montreal there was a river cruise and meal on the St. Lawrence, and it was done well, being French flair and North American scale. Everyone was there in their finery, and it turned out to be a splendid evening; a 4-hour cruise as the sun set and the

sky darkened, with four TOC people sharing a table with some members of the Quebec Antique Car Club (CAAQ; its French, so the initials are always backwards).

We then had to meet some friends at the head of Lake Ontario, so drove 200 miles down the St Lawrence. But a few days later, we began the long journey home, departing southward on the only international ferry across the St Lawrence, a small craft under the Canadian Flag but based on the US shore. The US customs man was unimpressed by us bringing the car from Europe.

"You guys never heard of hire cars?", quite disregarding the age of our old beast.



Overall, we were surprised (though surprise implies immediacy; this was a slow-growing realisation) at the sparse interest in our car or ourselves among North Americans in general. A crowd did not gather inevitably whenever we parked; people were not inquisitive as to who we were or where we were from. Sometimes we would park at a supermarket and even the people standing gossiping would seem not to notice us. Some people did, however, and it was always fascinating to talk to them. A waitress in a diner asked us - "That your old car out there? What is it, Ford?". A pleasantly cheerful and friendly young couple just passing by on the pavement, said hi, some car, where y'from, etc. A man in petrol station (gas station) asked "That your Duesenberg out there?". But they were the exceptions. The most enthusiastic greeting was six people clapping and cheering as we waited at some traffic lights; they turned out to be French tourists acting normally not Americans acting oddly.

#### THE END

After three weeks, we delivered the Six back to Newark, meeting many of the original Citroën people while doing so. She had run like a train most of the time as long as there was an open road ahead; she became fidgety in tight situations and needed to be encouraged by Carol patting the dashboard and saying "Come on, old girl, you can do it". It worked. She did it!

A marvellous odyssey, probably never to be repeated. But we were there!



# 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 Lapel Badge	£2.50
TOC W/S Sticker Silver/Blue, Taxdisc Holder	£1.00
Mugs with Traction Decoration	£1.50
Ball Pens TOC Motif	£0.60
Poster Les Traction	£2.50
Poster 3D Traction	£2.50
Poster Traction Avant (bas relief)	£2.00
Greetings Cards (pack of 5, without envelopes)	£1.00
Sports Shirt TOC Motif (S. M. L. XL.)	£14.00
Sweat Shirt TOC Motif (S. M. L. XL.)	£15.00
Tee Shirt TOC Print (S. M.)	£6.00
Tee Shirt TOC Print (L.XL.)	£7.00

#### MODEL

Autosculpt Traction (pewter like finish) £4.50

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

#### POSTAGE & PACKING

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



Please send orders to:

**KEITH FEAZEY**

21 Paris Avenue Westlands  
Newcastle-under-Lyme Staffordshire ST5 2RQ

Tel/fax: 01782 618497



The Lakes and Border Section would like to invite members to the

## 3rd Lakeland Rally

Friday 23rd May -

Monday 26th May 2003

*Accommodation will be at the Castle Rigg Campsite, Keswick or at hotels etc by enquiry of Bob Cuppage*

*Programme of events to include:*

**Friday** - Arrivals / Bar B Q / Drinks in the hotel bar.

**Saturday - Convoy Run** to the Ulswater Steamer, for a sailing of aprox. 1 hour. Followed by a visit to Dalmain House for lunch.

**Saturday - Evening Dinner in the Castle Hotel, Keswick** with bus transport available. Cost of dinner will be £22.50 to include transport and some wine

**Sunday - Convoy visit to the West Coast** to include a trip on the Li'le Ratty steam train at Ravensglass and lunch in the pub at Boot. Evening B.B.Q. we provide the fire you provide the steak, bangers and sunshine.

*For further information and costs please phone Bob Cuppage 01697 478301 who will be pleased to send an information pack and booking form upon receipt of an S.A.E. with stamps for 87p to:*


**Branthwrite House, Caldbeck, Wigton, Carlisle, CA7 8HB**

# toc correspondence

## GORDON HARRISON CORRECTS:

Great cover on the Oct/Nov edition but an unfortunate "gaffe" on the part of the sub-editor/caption-writer. The gallant warriors in the open-top Traction were not Vikings of course, but Gauls - the French national hero, Astérix and his worthy companion Obélix (he of the long plaits and the striped drawers). Vikings can occasionally be seen driving around in Volvo P1800s, I believe.

Gordon Harrison

 Guilty as charged. Ed



## READERS WIVES

Calling all readers and Committee wives!

Tom Scott has sent me some very nice Citroën publicity shots from 1969 of "Pans People" type lovelies draped over pristine A, B and C type cars in glorious colour.

The fashions are wonderful, but they do make me feel old! But it has given me an idea for a little competition;

Did he wear blue suede shoes, have long hair and an afghan, or was he a glam rocker?

Send me your snaps, in secret if you can, and I will display them at Perth, with prizes for the best and worst! Peace man!

Frank Grant



## OLIVIER DE SERRES WRITES:

Let me introduce myself, as you can see I am Olivier de Serres, and I do not know if my name sounds familiar to you but I am the one who writes those big books on the Citroën subject, especially Traction, DS, SM and so on...

My reason of writing is that I have taken since a few months the responsibility of the rubrique Traction Sans Frontières in the French magazine La Traction Universelle who has Dominique Bellière as Chairman. So it is really a great pleasure for me to be this way in constant touch with the TOC and your activities, as you know my enthusiasm in Tractions. I have myself been a long time a Citroën Car Club member and a TOC member too. I have been travelling through Britain several times in the 70's with a Normale or in ID 19. So you can imagine how deep friendly contacts are held since that time with some of your long time members, like Fred, Steve or David.

Let me send you my congratulations for the magazine which has real high standards of quality, it is always a long awaited reading, and those Slough built Tractions are so fine!

Just one more thing, I have been horrified to see that Vietnamese Coupé replica appearing in your pages, as presented in Classic and Sports Cars, here I enclose a picture of a real 11 Coupé for your readers to make the difference! I think Fred already wrote to you about this.

Olivier de Serres

## MIKE TEBBETT WRITES:

The rear of this original print says it is a 1935 7C, and this is probably correct. Note the tail light built into the rear wing, and the fuel filler on the (French) off-side, supplemented by a second one on the near side not visible in this view. The centrally mounted rear number plate was also a feature of these early cars. The car seems to be new and unregistered, and standing outside a dealers premises. Close scrutiny of the original print shows varying shut lines, and a dent in the sill.

Mike Tebbett





#### SUMMER MEETINGS IN FRANCE:

As a keen Tractionist and member of the TOC for many years I am often taking my cars to France. As a result of this I have joined the Traction Universelle and in the most recent copy of 'Traction Avant' club magazine No55 two meetings came to my attention which I thought other TOC members may be interested in. The first is 'Les Tractionades' which is to be held on 12 & 13th July 2003 near to Clermont Ferrand (memories of '95) and the second is 'Eurocitro 2003' at Le Mans as in 2000 and is to take place between 22-24th August 2003. Thought these might be of interest to members.

Mark Cooper

#### FRED ANNELLS COMMENTS:

Reference to the Obituary of 'Bernhard Citroën', the writer was John Reynolds, not credited and certain facts are not correct. You would need to speak to him on how it was well edited! I myself was saddened about Bernhard's death, I met Mr Citroën on two occasions both at the 'Retro-Mobile'. I have a photograph I took of Colin Gosling speaking to him (have misplaced it during our move.) on the second meeting he was signing copies of his book (I wasn't able to get one but Colin did). He was tired and frail and spoke perfect English because he had been based at 'Cranwell College' during wartime service flying with the Free French Air Force. We had a common interest, as I was an Aircraft Engine fitter during my service. I also met Jacquelin Citroën in Paris at the 40th Anniversary of the 'Traction Launch' in 1974, she accepted a silver brooch of a Traction on behalf of the Citroën Car Club, so I've been privileged to meet both of Andre's children.

Fred Annelles

#### CRASH, BANG THANK YOU:

Here is a picture of Sarah, Theo and my Traction 'Rocky' after repair at Denis Rylands. They made a super job of it and the purists in the club will no longer be offended by a chrome rad grille & headlights that it had pre-incident. We should like to thank all our friends who helped transport us and all our belongings to our nest stopover in already overladen cars. We had a fab holiday in good company.

Bill Smout & Family



## 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, Brownshill, 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](http://www.traction-owners.co.uk)

Club chat: [inside\\_trac@egroups.com](mailto:inside_trac@egroups.com)

To sign up contact TOC Moderator Helen Brixton at:  
[mid-shires\\_toc@upaloft.co.uk](mailto:mid-shires_toc@upaloft.co.uk)

# 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 1939 Light 12, Slough built, 1628cc.

Black with beige leather interior, factory fitted sun roof, some restoration required. Rare car, only 14 left of this model year. **£2000.00** Also available, some spares, small boot lid and spare wheel cover, some doors, slightly damaged grille, steering rack etc. Ring for details, Mick Holmes: 0115 911 8218.



**11 B 1955 Big Boot Model**, Paris built, LHD Fully taxed, MOTed & Insured for one year **£5,995 or VNO**. For more details please contact Jacques Desfontaines Tel: 01747 871748 or Mob: 07802 583314 E: Jacques@desfontaines.com

**Citroën Light 15 (Slough Built)** Good condition - restored 12 years ago by Dennis Ryland. **£12,500 (euro)** or part exchange pre 1931 2/4 seater Sports/Tourer or pre-war O.H.C. M.G. car or parts. Tel 053 29550 (Co Wexford, Ireland).

**FOR SALE 1954 Traction Avant Big 15** restored by Dennis and Martin Ryland, new floor, door skins, a full respray, now a light cream colour. and also generally maintained by them. There is a service history, plus original papers from New Zealand. Unfortunately last month a wee Frenchman ran into the rear offside. There's not too much damage, therefore the price of **£12,500**. Phone Brian Shepherd 020 8693 4355 fax 020 8693 7954, or email dulwichdragon@hotmail.com

**1955 Slough Light 15**. New unleaded engine, R. Williams gearbox, Drive shafts. Just fitted new slave master cylinders and reline. New leather seats, rewired. Bare metal respray, Brooklands wheel etc. Forced sale due to unreparable neck! **£8,000**. Tel: D. Bradley 01205 353163.

## FOR SALE

**FOR SALE** - Matching pair of Marchal spot lamps of the type used on the Francois Lecot Paris-Moscow-Paris car. Fine Condition. **£100**. Mike Tebbett 01684 563315.

## PARTS FOR SALE

**Lt15 front assembly** complete (inc driveshafts, torsion bars, hubs) **£100**. Rear Axle Complete (inc torsion bar) including wheels/tyres **£100**. Set of restorable red seats **£60**. Derek Steele Tel 01905 22171

**Repair Manual** - Citroën Front Wheel Drive, 12 and 15 models, text and illustrations, 1938 to 1950. **Excellent £15**. **Citroën Book in French** - Les Archives du Collectionneur covering 7, 11 and 15 models, 1934 to 1957. The book gives very comprehensive and illustrated details of each model. **Excellent £15**. Dave Almond Tel: 01225 723701.

**Parts for sale**, part/most of a light 15 / big 15 engine for sale. Fair price at buyers discretion Ben Osborne, 4 Westwood, Stercross, EX6 8RW. Tel: 01626 890515

**For Sale:** Towing Bracket to fit Citroën 11B Normale. **£30**. Richard Haydon 01737 760 922 (Redhill).

## WANTED

**WANTED** - A pre-war Traction, preferably a French built 1938-40 Perfo 11B or 11BL saloon, Condition (almost) immaterial. Mike Tebbett 01684 563315.

**WANTED** - a set of Pilote Wheels with/without tyres for 1938 Traction (French built) Legere. M Cooper 01932 867 245 or 07889 750336

**WANTED** - a set of chromed over-riders to fit the design of bumper pictured on SPG321 in the April/May Floating Power (page 18). Must be A1 condition to match bumpers. Tel Andrew Rolph on 01293 774408 or email: andrew.h.rolph@btinternet.com

**Help?** I need to get my '52 Avant in good shape, was working OK when imported from France in 1997 (seized brakes and in need of overhaul now). ANYBODY BE THE MAESTRO (At £8 per hour-) WHILE THE APPRENTICE holds the spanner and learns? Email jduguid@btclick.com phone 02380 261 628 garaged car in Chandlers Ford - Junct 12 M3

## Miscellaneous

**Visiting BARBADOS?** - Don't miss The MALLALIEU MOTOR COLLECTION at Pavilion Court in Hastings. You will see a famous Big 15 and many other interesting cars. TOC members particularly welcome. Tel: 246 426 4640 to be sure we are open. Token charge of \$5.00 (US). 2/16

**WANTED for Club Archives** - Pre '57 Citroën Technical and Historical information for Traction Avant and earlier RWD models, Manuals, brochures, photographs, newspaper cuttings, magazine articles, drawings, anything useful especially long forgotten English language items. I am not asking you to give valuable items from your collections, just simply to make them available for copying or scanning by arrangement. Please give me a call or Email if you can contribute. Or if you are looking for anything in particular. I.E. Has anyone got any Kegresse caterpillar repair information?? Contact Frank Grant Tel: 013397 422 72 or e-mail frank-grant@lineone.net



## The CLASSIC CITROËN INSURANCE

Our Policy includes FREE Club Track Day cover, Green Card European cover and legal expenses insurance, and can be extended to include Historic Rallies and Wedding hire.

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