



Floating Power

february/march | 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

Days are now getting longer and the classic car season will be fully upon us as soon as the clocks change. This was brought home to me the other night at about 8pm. As I was driving home in the dark, I came across two 1930s examples; Bentley and Lagonda off to the regular VSCC meeting at the local pub. The TOC Diary is full of events for this year and some into 2004, so it is time to book your places if you have not already done so. Early bookings help the organisers to plan better events if they know early on, how many members are interested. Bob Cuppage for the Lakeland in May and Kenny Cocker for the Annual in June are both waiting for scores of enquiries to drop on their doormats!

The new season also brings Membership Renewal time. Please do it while it is in your mind as it is expensive and time consuming for Peter Riggs, Membership Secretary to send out dozens of reminders. Please help to keep this task to a minimum and remember, the Direct Debit service was suspended last year so all renewals now have to be by cheque or credit card.

In this issue David Conway submits interesting minutes from Amicale Citroën International which confirms that Citroën will support a 13th ICCCR event in Switzerland in 2004 which of course is only two years after the successful 12th ICCCR event in the USA. Very welcome news for all those European Citroën enthusiasts who could not make it across the pond last year.

Finally, the long awaited Floating Power binders are now in stock so you can keep all your copies in pristine condition. As they say in all the best advertisements, order now to avoid disappointment!

Copy date for next Issue: 1st April 2003

Front Cover



*We may be snow blind
but it's definitely a Traction!
From Caspar Tüerler, Switzerland*

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Chairman's Note

March 2003

Paul De Felice

Welcome to the March issue of Floating Power and I hope, like me, you are all getting your cars ready for the forthcoming season which looks very busy indeed with numerous events available from which to choose from to suit your needs.

I am pleased to announce that following the AGM, Tony Malyon has taken over the role of Club Secretary after Pat De Felice stood down, and Graham Jones has also stood down as Rest of the World Representative and this role has been taken over by the Help Line run by Mick and Moira Holmes.

The Club Spares now have in stock skimmed front and rear brake drums and the new Spares Price list should be ready soon and be issued with the next magazine.


Club Archive

Thanks to the excellent response to the appeal for those issues of Floating Power that are missing from the archives, there is now a complete set all but two issues. The two that are still missing are Volume 1, Number 1 and Volume 14, Number 6 (January 1990). Particular thanks are due to Colin Gosling, Kenny Cocker and Ivor Parish who, between them, managed to fill the gaps.

If the two missing magazines are not forthcoming, I will borrow them (Nigel Webb, who lives nearby, has a complete set) and take a photocopy to ensure that we at least have a record of what they contained.

In the meantime, work is continuing on sorting and cataloguing the 'administrative' archives. The 'technical' archives have now been transferred to Frank Grant.

Lynda Ogborne

 Records show Vol 14 No.5 is Nov 1989 but Jan 1990 is also numbered Vol 14 No.5. This is followed by Vol 15 No1. Looks like we may search forever for Vol 14 No.6!. Ed.

Happy Birthday

Robin Dyke reminds us that Wednesday, February 5, 2003 would have been André-Gustave Citroën's 125th birthday.

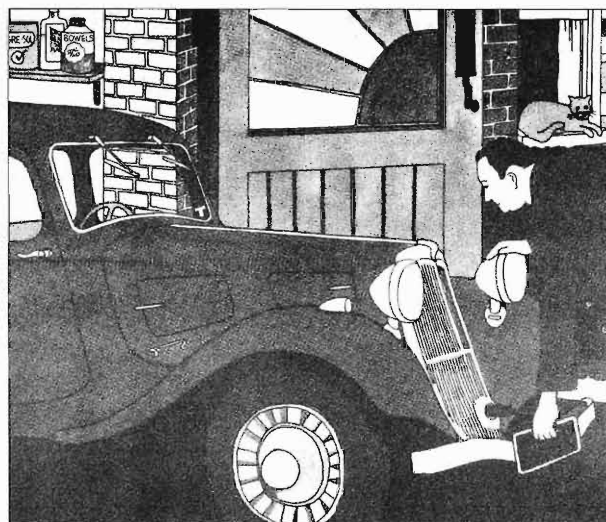
Subscriptions

Enclosed with this issue you will find your Annual Membership Renewal form. You are invited to renew your TOC membership for the year 2003/2004 at the rate shown on this form. Please check over the information and return with your remittance and remember that subscriptions overdue at June 30th will result in deletion from the Floating Power mailing list and suspension of membership. Then a £6 administration charge will be payable if you wish to rejoin. You are also reminded that last year we discontinued the Direct Debit facility so please make payment by Cheque or Credit Card.

New Members

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

- 1794** N. Davenport, Ambleside, Cumbria
- 1795** A. O'Connor, Hendon, London
- 1796** C. Boucher, Southall, Middlesex
- 1797** A. Crisp, Chilbotton Common, Hampshire
- 1798** R. Uprichard, Comber, Northern Ireland
- 1799** M. Roberts, East Hanney, Oxfordshire
- 1800** W. Callens, De Haan, Belgium
- 1801** B. Crockford, Halesworth, Suffolk



tocspares hotline

01243 511378

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



FBHVC News

Number Plates

From 1st January 2003, number plate manufacturers have to be registered, and they have to record identity details of both vehicle and purchaser of any replacement plates. Manufacturers must have sight of original documents; copies are not acceptable. This is aimed at making it more difficult for fraudulent purchasers of replacement plates and the underlying objective cannot be faulted; however, as - always the 'devil is in the detail'. Modern reflective plates are available from many sources and compliance with the new rules should not be onerous.

Manufacturers of pre-1973 style plates are limited in number, are generally small businesses given the low volume compared to modern plates, and obtain 99% of sales via mail order. We believe the regulations will cause difficulties in this small sector of the market because many will be reluctant to have original identity documents consigned to the post due to the obvious risks of loss and misappropriation. Despite strong representations to DVLA, the new regulations are coming into force as drafted. We will be reviewing the position with a view to making further representations when the full effect of the new regulations has become apparent.

Log Books

Members receiving a new V5 (also now officially referred to as the logbook) or licence renewal will have noted the leaflet about changes to licensing law from early 2003. These are again driven by initiatives to tackle vehicle crime. It will become more difficult to tax a vehicle that has no logbook or V11 and, in this circumstance, a licence can only be obtained from a Vehicle Licensing Office, not a Post Office. From 7 April 2003 an obligation will be imposed to return a logbook to DVLA when a damaged vehicle has been scrapped and new inspection procedures come into effect from that date for repaired, damaged vehicles. While these changes will have most effect on modern vehicles we should remember that as current vehicles are fitted with increasingly sophisticated anti-theft measures, it becomes ever more likely that criminals will start to target historic vehicles.



FBHVC monitors UK & EU legislation and lobbies on our behalf to protect our freedom to use vehicles of all ages on the roads.

FBHVC also provides discounted ferry travel and rescue services for members that earn commission for the club. These services are for any private vehicle, ancient or modern.

Telephone MST on 01295 278748 for details of the travel services and Britannia Rescue 0800 591563 for the rescue service. Quote the club and your membership number to ensure we receive commission.

Similarities

Chitty Chitty Bang Bang was written by Ian Fleming, was produced by 'Cubby' Broccoli, starred Gert Frobe as Baron Bombast, featured Desmond Llewelyn as Coggins and contained a car with natty tricks up its sleeve (e.g. flying).

Goldfinger was written by Ian Fleming, produced by 'Cubby' Broccoli, starred Gert Frobe as Auric Goldfinger, featured Desmond Llewelyn as Q and contained a car with natty tricks up its sleeve (e.g. an ejector seat).

2003

MARCH 21ST - 23RD

SCOTTISH CAR CLUB ANNUAL DINNER DANCE, PERTH

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 3RD & 4TH

CITROMOBILE - Utrecht, Holland

The biggest show & Autojumble exclusively for Citroëns. Saturday & Sunday May 3rd & 4th. For more information, just type Citroemobile into your web search engine. *Further information at www.Sctel-France.com/Traction-Universelle*

MAY 18TH

CONCENTRATION - TRACTION AVANT

Organised by Traction Universelle and our old friends Emile Gossart, this event at Dunkerque on 18th May is a curtain raiser for the big meeting in 2004 to celebrate 70 years of Traction Avant. This will also be in the Dunkirk Area on 12th 13th June 2004. Put both these dates in your diary now. *Further information at www.Sctel-France.com/Traction-Universelle*

MAY 23RD - 26TH

3RD LAKE LAND 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 - 26TH - 29TH

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

JUNE 12TH & 13TH

CONCENTRATION - TRACTION AVANT

Dunkirk Area to celebrate 70 years of Traction Avant. *Further information at www.Sctel-France.com/Traction-Universelle*

FBHVC News

Leaded Petrol

The message that is coming loud and clear from leaded petrol retailers is that the volume of sales of BS 4040 leaded four-star is much lower than they had expected and many are likely to cease selling it during the coming year unless sales improve. The phasing out of lead replacement petrol over the next few months will help the position a little, but if the historic vehicle movement wants true leaded petrol to be available, it must use it.

Yes, it is significantly more expensive than unleaded; yes, it is sometimes marginally more expensive than unleaded treated with an additive; and yes, outlets. (especially in the south east) are few and far between. But the marginal extra cost of leaded for low mileage vehicles is small in comparison with the cost of recovering damaged valve seats.

The message to historic vehicle enthusiasts is 'Use real leaded four-star or real leaded four-star will soon not be there to use!'

EU "Paint Directive"

A proposal for a directive aimed at limiting the emission of volatile organic compounds from decorative paints and vehicle re-finishing products was published at the end of 2002 and has just come to our attention. This has clear implications for both amateur and professional vehicle restorers as we understand from first inspection that cellulose and coach enamel products would effectively be banned if the directive is introduced in its first-draft form. FBHVC will be liaising with the British Coatings Federation over the next few months to gain a full understanding of the proposals prior to seeking relevant derogations to ensure the continuation of availability of traditional vehicle finishes.



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Tommy Cooper Corner

Man goes to the doc, with a strawberry growing out of his head
Doc says "I'll give you some cream to put on it"

A man takes his Rottweiler to the vet

"My dog's cross-eyed, is there anything you can do for him?"

"Well," says the vet "let's have a look at him"

So he picks up the dog and examines his eyes, then checks his teeth. Finally he says "I'm going to have to put him down"

"What? Because he's cross eyed?"

"No, because he's heavy"

Guy goes into the doctor's

"Doc, I've got a cricket ball stuck in my backside"

"How's that?"

"Don't start"

"Doctor, I can't pronounce my F's, T's and H's"

"Well you can't say fairer than that then"





Right hand, Left hand

David De Saxe writes

Maybe the cognoscenti among you knew that the Paris factory produced right-hand drive Traction, but I certainly didn't. Anyway, during a recent visit to Australia I visited a tyre and service garage deep in New South Wales and there, in the company of an (original) S-type Jaguar and a pristine Morris Minor stood for all the world an IIBL, magnificent and resplendent in a sort of pearlescent blue. The painted grille and headlamps, top-mounted windscreen wipers and curly door handles clearly marked it as a Paris car - but hang on a minute! Moving nearer to inspect the Paris trim and dash, where was the steering wheel and where the pedals? On the right. Appropriate, of course, for Australia, where they know which side of the road to drive on, so of course this car must have been converted to RHD by its owner.

I sought him out. Barry Solomon was his name and he owned not only the Traction but the garage, too. I asked him how easy it had been to carry out the conversion - and he said he hadn't done it and it wasn't! Barry is a member of the Citroën

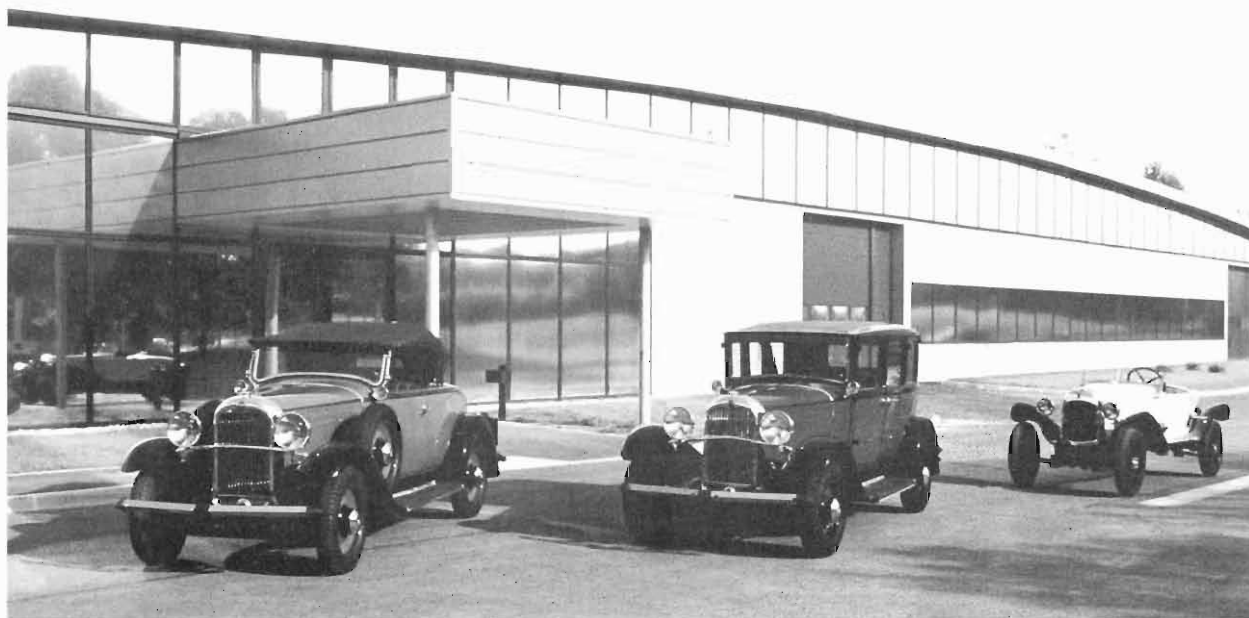
Classic Owners Club of Australia, and very knowledgeable about our cars he is. As I suggested at the start of this piece, you probably know what Barry told me, but I didn't: Paris used to build RHD Traction for a number of RHD markets - including Australia, where cars with the Paris trim level were offered as the 'basic' model while the Slough-built Traction, exported in parallel to Australia, was offered as a 'superior', de luxe version. Among the Paris-built RHD cars were those exported to the Swedish market, as it was only during the 'fifties that Sweden joined her Scandinavian neighbours and switched from driving on the left of the carriageway. Apparently the Slough-built Traction would have been overspecified for the Swedes, who probably benefited anyway, from a service and parts viewpoint through having cars of a similar specification (the steering position excepted) to those exported to Denmark, Norway and Finland.

The industrial scene in Britain of the 'fifties was attended by frequent strikes, and in 1951 action by the dockers caused a shut-down of British ports. This seriously affected our vital export trade in general, and Citroën's Slough-built deliveries to Australia

in particular. So what the imaginative chaps in Paris did was to divert to Australia some RHD cars originally destined for the Swedish market.

Bill Buckle was the name of the Australian importer who kept the local market for Citroën alive - and good on him, as they would have said, albeit his customers had to put up exclusively with the arguably more mundane interior specification of the Paris-built Traction and, worse, a 6-volt electrical system. Barry's splendidly maintained 11BL bears chassis number 577792, in line with 1951 Paris production records. When I inspected the underbonnet detail I noted that the car has a cable-operated clutch, whereas my own 1950 Slough-built Light 15's clutch is rod-operated.

As I walked round to the rear of Barry's car, I spotted the final 'give-away': the fuel filler is on the right-hand rear mudguard, as you'd expect with a Paris car. But the filler cap is partially obscured - by what? By the number plate carrier, of course - proving that the car is what must now be something of a rarity - Paris production for RHD Sweden, diverted to Australia. Does anyone know quite how rare Barry's Traction might be?



International News

After 28 years we are accepted!

David Conway reports

AMICALE CITROËN INTERNATIONAL

In 1974, David Conway organised a meeting in the Cinema at Citroën HQ in Paris attended by 17 different Clubs. (64 were invited, 20 accepted). This was to discuss closer links between Clubs. There was another meeting in 1975, but there was no more activity until the formation of Amicale Citroën International in 1990.

In December 2002 - note that historic date - a meeting took place at Le Conservatoire, Aulnay-sous-Bois hosted by Bernard Guerreau, Director of International Relations & Charles Herval who is responsible for the Patrimoine and representatives from Citroën Clubs in 6 different Countries plus the Citroën Press Officers from Switzerland, Denmark & The Netherlands. To summarise the meeting

1) Citroën wish to be involved with the major international club events and will offer financial support,

2) Citroën affiliates (e.g. Citroën Cars at Slough) will liaise with local clubs and there will be a meeting in February 2003 hosted by Citroën at 'Le Conservatoire' to agree the new statutes. It was proposed that there should be two representatives per Country.

3) The committee of ACI will discuss and draw up ACI statutes, which will be formalised in accordance with French law. (This is a requirement for all Clubs in France.)

* A copy of the minutes of the meeting has been sent by Email to Traction Owners Club and to 2CVGB and are published on the following page.

13th I C C C R

It was agreed that this would be organised by the Swiss, at Interlaken in August 2004 Citroën has promised some finance, but Sponsors and Financial backing will be needed.

Minutes of meeting.

Amicale Citroën International - meeting with Citroën. Le Conservatoire, Aulnay-sous-Bois, December 7, 2002 at 09:30.

Present:

NAME	INITIALS	CLUB/ASSOCIATION	COUNTRY
Bernhard Guerreau	BG	Citroën Dir. Rel Institutionelles	France
Charles Herval	CH	Citroën Patrimoine	France
Michele Jaussi	MJ	Citroën CH Presse	Switzerland
Ellen Nørregaard	EN	Citroën DK Presse	Denmark
Eric Verhaest	EV	Citroën NL Presse	Holland
Gerhard van Ackeren	GVA	ACI FIVA	Germany
Stephan Joest	SJ	ACI/ Andre Citroën Club	Germany
Gert Bue Larsen	GBL	ACI/Citroënisterne i DK	Denmark
Herman Sluiter	HS	ACI/Traction Avant NL	Holland

Present:

NAME	INITIALS	CLUB/ASSOCIATION	COUNTRY
Ulrich Knaack	UK	ACI/DS Club D	Germany
David Conway	DC	ACI/Citroën Car Club GB	England
Peter Keller	PK	13th ICCCR/ DS Club CH	Switzerland
Hans-Peter Rubitschon	HPR	13th ICCCR/ TA Club CH	Switzerland
Jean-Francois Rucaud	JFR	Eurocitro/ ACF	France
Bernhard Lagoutte	BL	Eurocitro/ ACF	France
Carl Cabrielson	CG	Eurocitro/ ACP	France
Johan Nooij	JN	CitroMobile	Holland
Geoffrey Rothern	GR	Citroën Car Club	England



Minutes of meeting by: Gert Bue Larsen

AGENDA:

1. Introduction.
2. ACI structure
3. 13th ICCCR in Switzerland.

AGENDA ITEM 1 - INTRODUCTION

BC welcomed all and introduced briefly Le Conservatoire with its 6700 m² and 330 vehicles. The ongoing safety upgrading of the building is hoped to be finalised by early 2003 where after it is the intention to make pre-arranged group visits possible. BG has been with Citroën for 35 years. From 1995 as director of communications. And from 2 months ago as director of institutional relations.

- CH is responsible for the Citroën heritage and is managing Le Conservatoire. CH has been with Citroën for 25 years on several international positions, and has recently returned to France.
- The presentation of meeting participants continued around the table.

AGENDA ITEM 2 - ACI STRUCTURE

- CH is searching for a way to structure and prioritise the Citroën involvement in major international club events. A structure with Amicale Citroën France (ACF) is already in place. ACF is taken by Citroën as representative of the French Citroën clubs.
- JFR explained that all French clubs can request to join ACF for an annual fee of 250 FF per club plus 2 FF per member. 7 committee members are elected annually at the Retromobile meeting. ACF talks to Citroën about timing, support and priority of major club events in France, so that Citroën has one partner to talk to and not one from each of the many Citroën clubs in France.
- GVA commented that ACI is in principle organised similarly to ACF, but - due to ACI's international nature - in a more informal way.
- BC emphasized the importance of relations between Citroën and friends of Citroën (e.g. the clubs), with the statement "we can not speak about the future if we have no past". In recent years Citroën has become very attentive about the history of the brand. The building of Le Conservatoire is one very visible proof of this new policy.
- BG proposed that communication between ACI and Citroën could be structured as follows: The Citroën affiliate in each country could liaise with the local clubs and prompt the election of 2 ACI delegates to represent the clubs in that country. These delegates would be sent to the annual ACI meeting at Retromobile where the ACI committee is elected.
- GVA replied that such a structure seemed possible and that a set of revised ACI statutes could probably be drafted using the FIVA statutes as inspiration.
- CH said that Citroën will be financially supportive of events proposed by ACI, but prioritisation of the financial support for these major events outside France is needed.
- Some participants raised the point that the Citroën clubs would not like to end up like the Renault clubs in France, where it appears as if Renault is indeed very generous with financial support, but also has a strong control over club activities, club stands and even dress codes etc. CH and BG confirmed that this was in no way Citroën's intention.
- EV supported the structure proposed by BG, but commented that the full effect can best be obtained if Claude Satinet writes each of the Citroën affiliates and urges them to start co-operation with the local Citroën clubs.

- Conclusions on agenda item 2:
- GVA will draft a set of new ACI statutes which should reflect the spirit and the idea behind ACI. The draft will be forwarded during early January to CH who is welcome to revert to GVA with comments. GVA will have the final proposed new statutes ready for presentation and approval at the annual ACI meeting in February 2003.
- Citroën affiliates will liaise with local clubs and seek to have local club representatives to ACI elected and attending the meeting in February 2003.
- BG and CH kindly proposed to host the next annual ACI meeting in Le Conservatoire. Saturday, February 8, 2003 in the afternoon was agreed.

AGENDA ITEM 3 - ICCCR IN SWITZERLAND

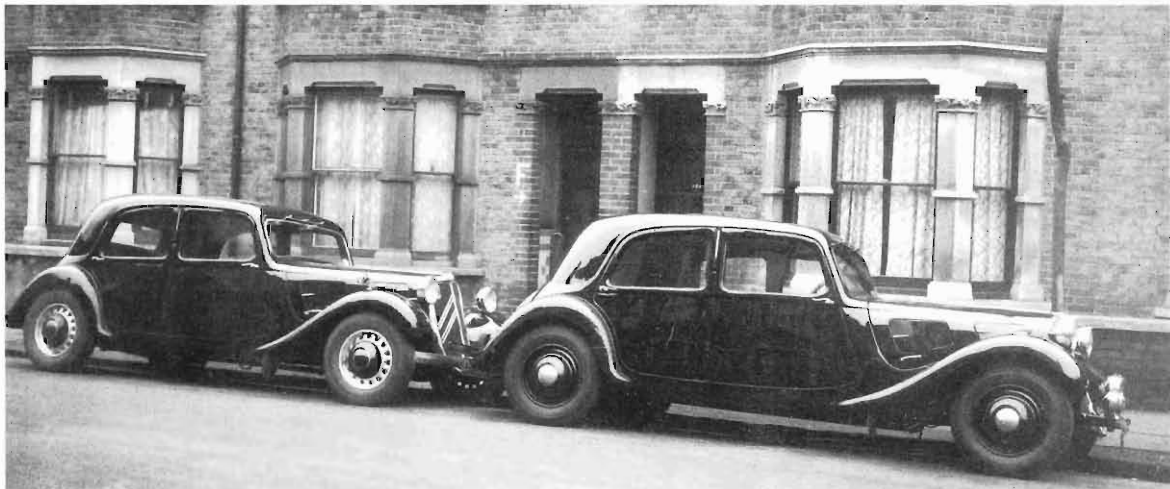
- CH commented that he found 2004 a bit early for the 13th ICCCR since it will be only two years after the 12th ICCCR. Citroën would like to go back to 4-year ICCCR intervals, as there also other major international club events (e.g. the 2CV world meetings every two years) needing support.
- It was confirmed by ACI participants, that the 2 year interval since the 12th ICCCR is indeed unusually short and is not the intention to repeat it. We had the latest European ICCCR (11th) in 1998, so in 2004 it will be 6 years ago that the majority of European Citroën enthusiasts could last attend an ICCCR with their car.
- PK presented shortly the plans for the 13th ICCCR in August 2004. Presentation material was handed out during the meeting or Emailed after the meeting. A few highlights:
 - The chosen location in Interlaken is an old military airport, 3 km x 2 km, with 2500 m airstrip (parking area), tarmac ("Citroën village"), hangars (flea market), air field (3000 car campground) and possibility for erecting a tent for 20000 people (gala dinner).
 - There are additional 1000 car camping spaces in the vicinity.
 - There are 20000 hotel rooms, ranging from €20/night to €2000/night within 20 minutes drive.
 - The airport is every 2 years venue for a big 4 day trucker festival, so lots of people and vehicles is common.
 - PK estimates a budget for the 13th ICCCR of €800.000, and a start capital of €30.000 is needed now.
 - All relevant parties - the Swiss Army, the Government, the Green party, the local authorities and the people of Interlaken - have accepted the 13th ICCCR in August 2004, and are supportive.
 - PK explained, that because of the last item above, it will be virtually impossible at this late stage to accommodate Citroëns wish for a different year, because the current 2 week window available in August 2004 can not be moved to 2005 or 2006. It is likely, that the airport area will be converted into a residential area after 2004.
 - BG and CH expressed appreciation for the difficult timing situation as explained by PK and others. It was then confirmed that neither Citroën Paris (BG and CH) nor Citroën Switzerland (MJ) would foresee any problems with having the 13th ICCCR in Interlaken in August 2004.
 - BG promised PK that Citroën would financially support the 13th ICCCR with €10.000 in January 2003 and again €10.000 in 2004.
 - PK and the club representatives was pleased that Citroën is supporting the venue and timing and is granting some financial support to the 13th ICCCR.

tocgallery

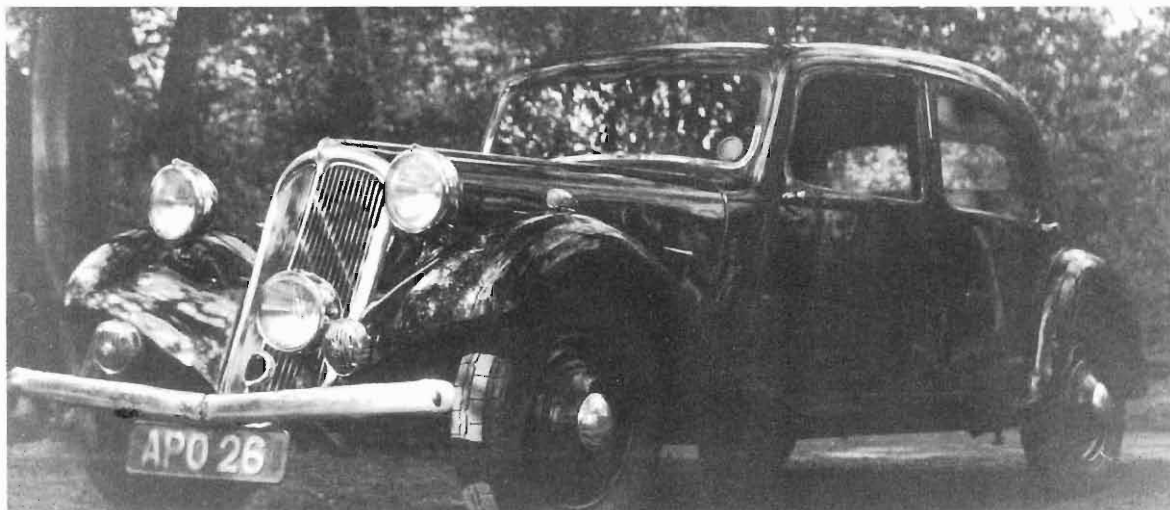
Fred Annells sends us these interesting photographs from his collection



I wonder if this is still in existence? Taken around the late 60's - early 70's maybe. Where? Grimsby. Number plate - early Slough Coupe



Leading car 1934/35 7A Super Modern 12. Second car 1935/36/12. Can anyone guess where and the year taken? No prize!



Super Modern 12 1934/35



TRACTION FRONT HUB OIL SEAL TOOL/FITTING INSTRUCTIONS

1. Press inner bearing into front hub.
2. Slide SCD spacer into hub behind bearing and clamp with ring nut.
3. Mount inner oil seal onto SCD mandrel.
4. Feed mandrel into the bore of the inner bearing.
5. Gently tap the mandrel until the shoulder behind the oil seal touches the rear of the hub.
6. Withdraw the mandrel.
7. Remove the spacer holding the inner bearing in place.

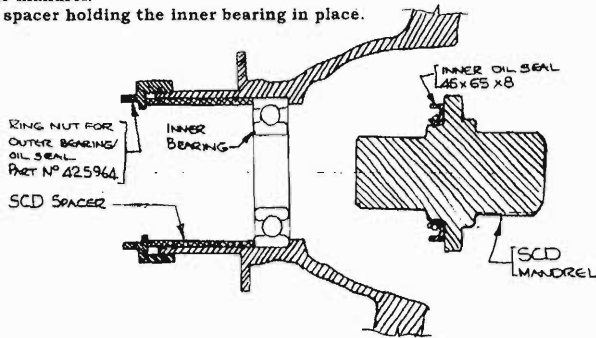


Fig 2

Transmissions

- Diaphragm Clutch Replacement
- Drive Shaft Replacement

Engines

- Valve Stem Seals
- Cylinder Head Bolts

Suspension

- Even more on Bottom Ball Joint Adjusters

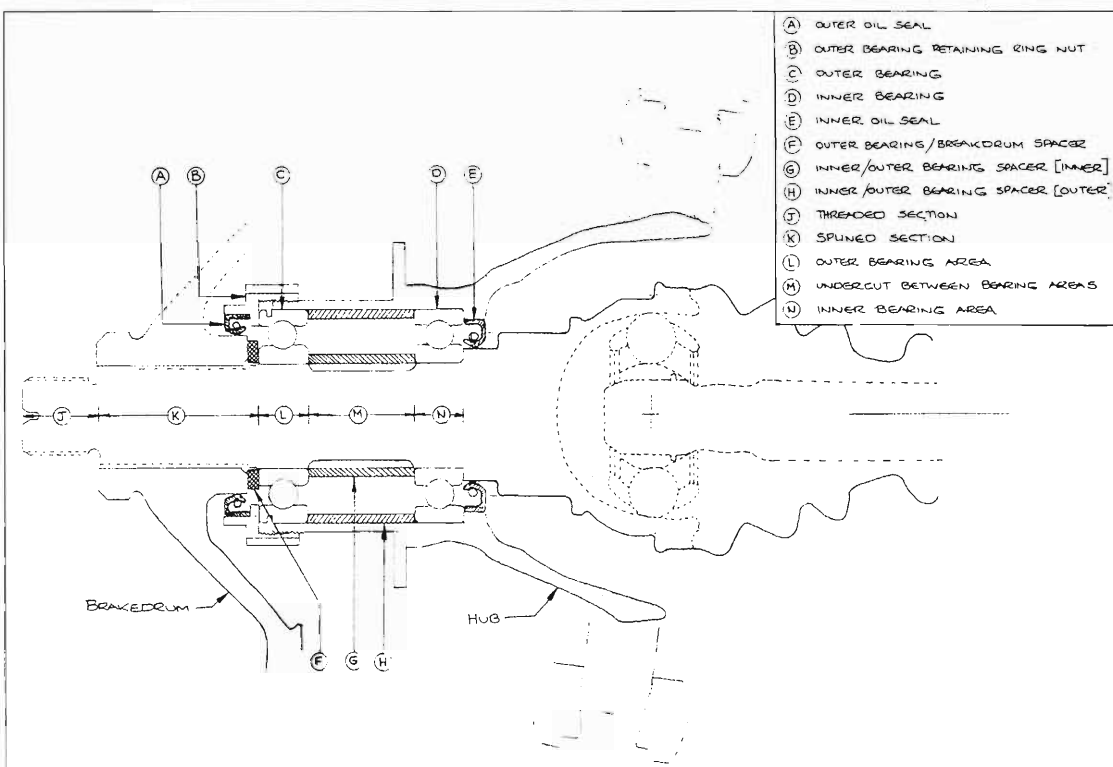


Fig 1

Diaphragm Clutch Replacement

The first of three contributions by Roger Williams gives advice on replacing the standard three-finger Traction clutch and release bearing with a diaphragm clutch and sealed release bearing. It applies to the Normale/Big 15 and Légère/Light 15.

It should be noted that less movement of the release bearing is required to operate a diaphragm pressure plate than the original three-finger pressure plate. The sealed release bearing provided is designed to be in light contact with the diaphragm fingers before the clutch pedal is depressed - i.e. it spins at engine speed. However, it is not necessary to have it in contact with the diaphragm fingers and it may not always be possible if the limits stated in the following paragraph are to be kept.

It is important not to overstress the fingers of the diaphragm and the correct setting will be achieved if the movement of the release bearing after contact with the diaphragm fingers does not exceed 8 to 9mm. The clutch will start to release after 3 to 4mm movement and be free at 5mm. The arms that push the release bearing carrier have a lever arm approximately 45mm long, which equates to approximately 3mm of horizontal movement of the release bearing for every 4° of rotation of the clutch lever cross shaft (within ± 20° of the vertical). The lengths of the lever on the clutch cross shaft vary considerably between the different Traction models so it is not

possible to give a cable/rod movement for your particular car, but you must aim to achieve the bearing movements described above.

You will notice that the diaphragm pressure plate is considerably lighter than the original three-finger type and this could affect the balance of the engine if the clutch has not been properly balanced. Many Traction crankshaft assemblies seem to have been balanced as a complete unit, which can be destroyed if the flywheel and/or pressure plate are changed. Fortunately this seems to be a rare occurrence in practice even when the flywheel has been lightened. The correct balancing procedure is:

- 1) balance the crankshaft on its own
- 2) zero the machine and add the flywheel and balance
- 3) zero the machine and add the pressure plate and balance

If done this way each element is effectively being balanced on its own and a flywheel and/or pressure plate can be changed without the need to rebalance the crankshaft. Lightening the flywheel makes the engine more responsive when accelerating and provides more engine braking in over run.

When fitting the new diaphragm pressure plate to the flywheel make sure the letter stamp on the pressure plate and flywheel correspond.

IMPORTANT
Carefully check that there is clearance

between the head of the bolts or studs securing the flywheel to the crankshaft and the springs/rivets in the central part of the friction disc. To check clearance, put a straight edge across the friction area of the flywheel and measure the clearance to the bolts/studs securing the flywheel to the crankshaft. Now put the straight edge across the back of the friction disc (i.e. the side that runs on the flywheel) and measure the clearance to the springs/rivets. Grind the studs/bolts to give clearance if necessary.

Crankshafts with bolts usually present no problem as the standard ones have shallow heads. However the studs fitted to some crankshafts can be quite long and can sometimes foul the friction disc and need to be ground down to give clearance.

The flywheel has been machined so that the diaphragm pressure plate exerts its maximum pressure for the friction disc provided. Traction friction discs can vary widely in thickness and it is not advisable to exchange the friction disc unless the replacement one is exactly the same thickness as the one provided. However, if you fit another friction disc that is thinner than the one provided, the clamping force will be reduced. If the new friction disc is thicker than the one provided, the diaphragm fingers could be overstressed when the friction disc is fully released.

Cylinder Head Bolts Bottom Ball Joint Adjusters

Roger Williams responds to Tony Hodgekiss's comments in the last issue concerning the use of helicoils.

It is my view that helicoils or similar should only be fitted as the last resort. It is preferable to make use of the extra depth available in the block to fit stronger and longer socket head cap screws. The holes are originally drilled to a depth of 20mm but only tapped to about 15 or 16mm; the original bolt is 102mm long and makes use of the whole 15 or 16 mm. However, the 'pip' inside the block casting goes down about 30mm and allows you to drill, with safety, to about 28mm. The tapping drill size for M10 x 1.5 is 8.5mm diameter.

If the drilled-out hole is tapped using a plug tap you can get at least a further 10mm of thread and this, plus the extra 4mm of untapped hole, gives you nearly 15mm of new thread. If the M10 x 110mm long Unbrako socket head cap screws are used you will get an extra 8mm of thread, all of which is new.

More from Roger Williams on Tony Hodgekiss's observations on what is turning out to be the controversial subject of bottom ball joint adjusters.

The use of a socket head cap screw will not solve the problem because the radius between the side and base starts, at best, on the inside edge of the securing holes. In some cases it actually goes into the hole itself so any bolt, even with a socket head, will not seat properly. The main purpose of the proposed ring is to provide an even clamping force around the base flange of the adjuster. An aluminium casting, if of the correct grade and heat treated, would be an easier solution if the pattern or, more practically a board with ten patterns on it, is available.

Drive Shaft Replacement

The second contribution by Roger deals with fitting "Steam Car Development" (SCD) drive shafts for the Normale/Big 15 and Légère/Light 15. Both the taper and splined shafts are covered.

Please note that SCD (Roger Williams) driveshafts come in the following forms:

- Taper stub axle with inner cardan - refer to **Sections 1,3 & 4**
- Taper stub axle with inner CV joint - refer to **Sections 1,2 & 4**
- Splined stub axle with inner cardan - refer to **Sections 1,3 & 5**
- Splined stub axles with inner CV joints - refer to **Sections 1,2 & 5**

SECTION 1

The CV joint on the stub axle has been greased on assembly and requires no maintenance other than routine inspection to check that the rubber boot has not been damaged. This particular CV joint is capable of turning through 45° either way and you may wish to take advantage of this to reduce your turning circle. Although the full 45° cannot be achieved due to the limitations of the rack/exhaust pipe/bodywork/etc., angles of up to 42° have been realised.

To increase the lock remove the stop bolt and its lock nut (Part Nos 2613-s & 601904) and replace with the button head allen screw and fibre washer provided. Loctite the threads. Knock back the tab of the lockwasher (Part No 602098) and unscrew the end cap (Part No 601924). Turn the steering wheel to the right for RHD cars or to the left for LHD cars until the inside of the tyre on the driver's side is within a couple of millimetres of the button head allen screw in the end of the rack. Tighten the locking nuts (Part No 601853) and the end cap (Part No 601924) and turn over the locking tab washer (Part No 602098) to achieve this setting. Check that the tyres are not fouling any other part of the bodywork at the extremes of the new lock.

SECTION 2

The inner CV joint has been greased on assembly and requires no further maintenance other than routine inspection to ensure that the rubber boot has not been damaged.

SECTION 3

Please note that there is an extended spline on the driveshaft for the inner cardan that gives support over a longer length than the original and the sealing arrangement is via a rubber 'O' ring set in an extended dust cap. The driveshaft can be withdrawn from the inner cardan without removing the dust cap and can be replaced in any position. The 'O' ring should be lightly greased on assembly.

There are two grease points on the inner cardan, one to the centre of the universal

joint and the other at the inner end of the splined sleeve. The universal joint has been greased on assembly and should require no further attention. However if you should wish to check that the joint is full of grease carefully feed the grease nipple until grease begins to seep out of one of the rubber seals at the base of the needle cups. Please note that it is only possible to do this in situ on the Normale/Big 15. The greasing interval for the splines is more frequent - every 10,000km or once a year, whichever ever is the sooner. Please note that if you over grease the splines the excess grease will just be forced out through the welch plug at the end of the splined sleeve.

For those people who have a four speed conversion that uses cap head allen screws to connect the inner cardan to the output flange of the gearbox, you will find the long grease nipple restricts access to one of the allen screws. You can change the long grease nipple, after it has been fully greased, for a short one. Retain the long grease nipple to use if you need to grease the universal joint in the future.

SECTION 4

When fitting driveshafts with taper stub axles to your car please take note of the following basic points:

Ensure that the bearing areas, between 6-10mm at either end of the taper in the brakedrum are in good condition. Never use a brakedrum that has a damaged taper. You can check the fit of the stub axle in the brake drum by marking the tapered area of the stub axle with a felt tip pen and pushing it firmly into the brakedrum and rotating it. The felt tip marking should have been rubbed off on the bearing areas. The final drive is designed to be carried solely by the taper fit between the stub axle and the brakedrum and there is no need to fit the woodruff key. The advantage of not fitting the woodruff key is that if the taper fit becomes loose you just lose drive, but generally it does not cause damage to the mating parts. In the same situation if a woodruff key is fitted, it retains the drive for long enough to ruin the taper in the brakedrum and on the stub axle. If you intend fitting a woodruff key, please note that SCD driveshafts are supplied with a woodruff key that matches the slot cut in the stub axle and this one must be used. As the depth of slot in the brakedrum can vary, it is advisable to check that the woodruff key does not foul the base of the slot thus preventing the tapers mating properly. It is essential that the taper in the brakedrum and that on the stub axle are perfectly clean and dry when assembled.

It is strongly recommended that sealed bearings are used in the front hub assembly. Note that the distance between the inner

side of the inner bearing and the outer side of the outer bearing should be 70mm - make sure you have a spacer that achieves this overall dimension. Oil seals should be replaced if not in good condition.

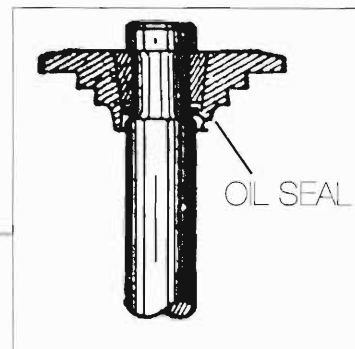
When the brakedrum has seated onto the stub axle, apply a smear of grease to the face of the hub nut and tighten. The manual recommends 216lbfft. (30mkg) but, in practice, you go almost as tight as you can and check for split pin access. If you are not opposite a split pin hole, tighten until you are. Never slacken the hub nut to gain access to a split pin hole. If you cannot tighten up the nut enough to reach the next split pin hole, slacken the nut off and start again. It is much easier to make these checks before fitting the driveshaft into the front hub.

SECTION 5

Please note that splined driveshafts and their matching brakedrums are only sold in pairs and that the individual component parts of each set are fully numbered. It is recommended that new sealed bearings are fitted with the driveshafts and that the oil seals are replaced unless they are in good condition. Please refer to the cross-section of the front hub (Figure 1) and the following instructions when fitting splined driveshafts:

- 1) Fit the inner bearing and oil seal in the hub.
- 2) Feed the splined stub axle through from the back of the hub until the outer bearing area (L) reaches the outer edge of the inner bearing.
- 3) Feed the inner spacer (G) over the stub axle and then the outer spacer (H). Now fit the outer bearing and the outer bearing retaining ring complete with its oil seal and lock in place with the locking tab.
- 4) Screw the pulling rod of the fitting tool (see Figure 2) onto the stub axle (J), oil the thread of the pulling rod and feed the body of the puller over it until it locates on the rim of the outer bearing retaining ring. Grease the face of the body of the puller and the mating face of the shouldered nut and tighten continuously, thus pulling the stub axle through the inner and outer bearings.
- 5) Adjust the brake shoes.
- 6) Feed the outer spacer (F) onto the stub axle and fit the brakedrum ensuring that the " " & "- " marks on the stub axle are aligned with those on the brakedrum.
- 7) Grease the face of the hub nut and tighten to at least 200lb ft and lock with a split pin. If you are not opposite a split pin hole tighten until you are. Never slacken the hub nut to gain access to a split pin hole. If you cannot tighten up the nut enough to reach the next split pin hole slacken the nut off and start again.

Valve Stem Seals



Mike Tennant points out that we may all have been fitting valve stem seals in the wrong place.

I took a Light 15 head into a local firm to have it rectified after the firm that I had used to fit inserts for unleaded fuel had cut the seats too wide and refused to 'top and tail' them to give the correct seat width of 0.9 to 1.5mm. On collecting the head, the boss - who is of the 'old school of engineers' - asked where I fitted the oil stem seals. Having replied "Just below the collett groove", he replied that I was wrong and that they fit below the collett, inside the collett retainer and thus within the collett groove on the valve.

The reason for the seal is to seal the collett retainer thereby preventing oil from running down the gap between the colletts, onto the valve stem and into the guide. With the collett retainer

sealed, oil flows over the edge, onto the springs and down into the head on its trip back to the sump. The valve stem itself requires only minimal lubrication and this is provided by the 'oil mist' passing through the coils of the valve springs. Page 118 of the spare parts book clearly shows the seal (456998) below the colletts (45139702 or 45718802; since Dec 1954) and above the collett cup (461777 or 457183; since Dec 1954). The seal (7x11x2.5) is a snug fit in the 7.5mm groove in the valve stem. The diagram below shows the arrangement.

Having spoken to several other TOC members it seems that many of us have been fitting these seals in the wrong place for a long time and there is no mention of it in the workshop manual. This probably accounts for little puff of blue smoke on starting up from cold!

Puzzle Corner

Rik Blote, who lives in Serignac, Lot, has been the only one brave enough to venture an answer to Roger's problem which was highlighted in the last issue. Roger reveals all, but Rik retaliates with his own puzzle! Let's have a few more attempts this time.

RIK'S ANSWER

Good puzzle that one. As I read it, I remembered that there was a short run of six cylinder cars that had the engine turning in the opposite direction. So, I surmise that the camshaft and hence the distributor and oil pump must also have turned in the opposite direction and if one were to fit an oil pump of the wrong type, it could produce symptoms similar to those described. Am I right I wonder?

ROGER'S EXPLANATION

The answer lies in the assembly of the filter unit (see diagram). The cone, Part No 452722 was put in upside down and almost, but not quite completely, blocked the suction hole to the pump. In this condition there was just enough space to allow the pump to suck in enough oil when the engine was ticking over. However, as soon as the revs were increased, the gap was too small to allow the oil required to replace that which was lost from the main and big end bearings at the faster speed.

I think that if it had happened with a worn oil pump there would probably not have been enough suction to get any oil pressure at all but, in this case, the gears were new and pumped at 70psi when hot at 1000rpm. There was a hint from the noise that the pump made - it almost 'screamed' as it tried to get more oil when the revs were increased. I wonder how many people have made this mistake and 'got away' with it. The French cars do not even have an oil light, let alone a gauge, so the lowering oil pressure when the revs increased would not be noticed.

RIK'S PUZZLE

This had Rik puzzling about his 1938 11BL for a long time but he eventually solved it. See if you can come up with the answer and send your suggestions to John Osborne (contact details on pg12).

SYMPTOMS

- Uneven tickover as if it were "missing" - only a little when cold but much worse when hot.
- Uneven running on light throttle (for instance, 30 mph on a flat road in 3rd gear caused "shunting").

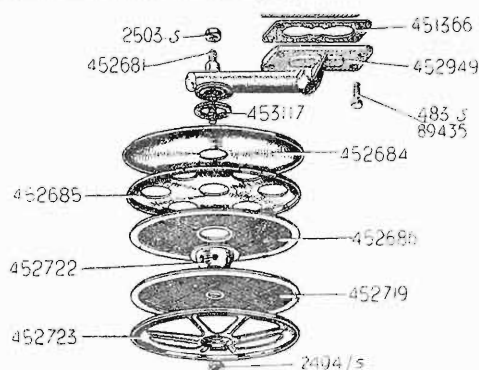
- When descending a hill with the throttle closed it backfired like a race-tuned engine. (I know - these are symptoms of weak mixture - but read on!)
- Difficult to start when hot.
- Pulling off one plug lead at a time did not show the problem to be related to any one cylinder.
- CO meter in the exhaust showed very high content. Turning the mixture screw in or out only made it worse.
- Advancing the ignition made it worse.
- Retarding the ignition improved the running and reduced the backfiring but did not cure the problem and made the car really gutless.

Things that were right with the car

- Plenty of power and engine very smooth when under load.
- Fuel consumption normal.
- Valve clearances correct.
- Compression test very good on all cylinders.
- Oil and water consumption negligible.
- Spark plugs normal colour.

Parts that were replaced or swapped from other cars to try to cure the problem

- Carburettor
- Coil and distributor (complete with HT leads and plug caps and plugs).
- Inlet and exhaust manifolds complete with all gaskets. (Original exhaust manifold was cracked)



*We are looking forward to seeing everyone
at the end of May Bank Holiday and
wish to remind people of what a great time
we have had in previous years.*

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 approx. 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 narrow gauge steam train at Ravensglass through the Eskdale Valley 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 70p to:*

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



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@groups.com

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

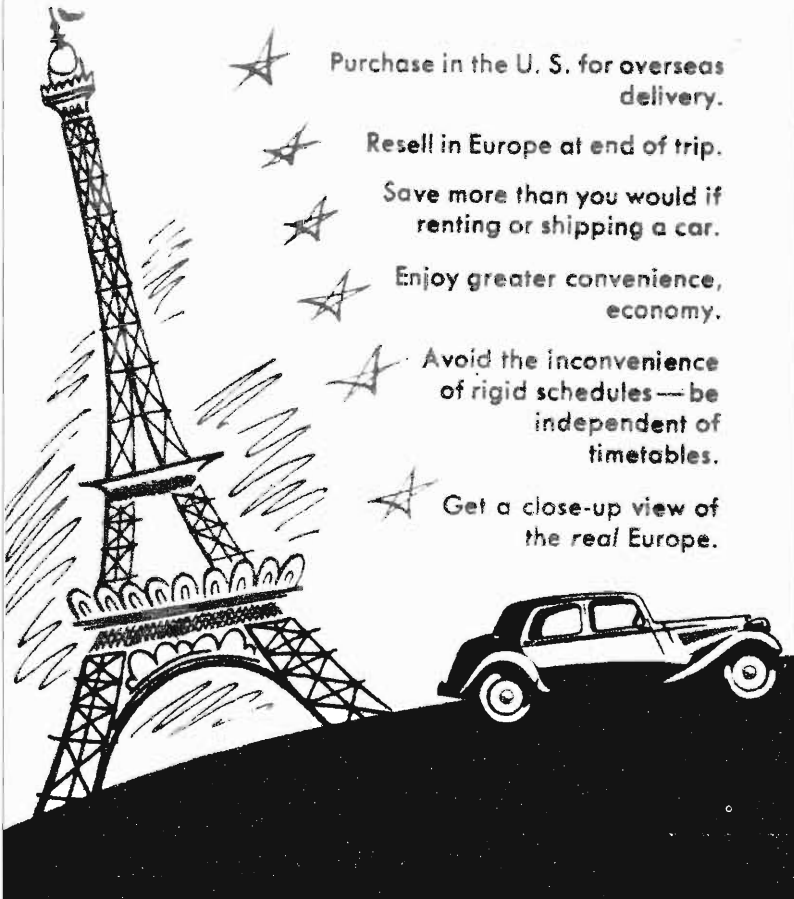
Le Grand Tour

This nostalgic leaflet from the 1950s encourages American visitors to Europe to purchase a Seat-row-en before they leave the US to tour Europe and then sell it when they return! Another interesting proposal from the innovative marketing people at Citroën.



*...the easy, economical,
convenient way to see the real*

europa



- ★ Purchase in the U. S. for overseas delivery.
- ★ Resell in Europe at end of trip.
- ★ Save more than you would if renting or shipping a car.
- ★ Enjoy greater convenience, economy.
- ★ Avoid the inconvenience of rigid schedules—be independent of timetables.
- ★ Get a close-up view of the real Europe.

Tour Europe in your own **CITROËN**

(pronounced seat-row-en)

Experienced travelers agree — the best way to see Europe is by private car. You get on the interesting, un-beaten paths that have not been built up for the tourist trade. You meet the natives as they *really* are. You enjoy the comforts and conveniences of private motoring.

Actual facts prove that, in many cases, the most economical way to travel by private car is to drive your own CITROËN—buy it in the U.S., take delivery in Europe, and resell it in Europe after your trip.

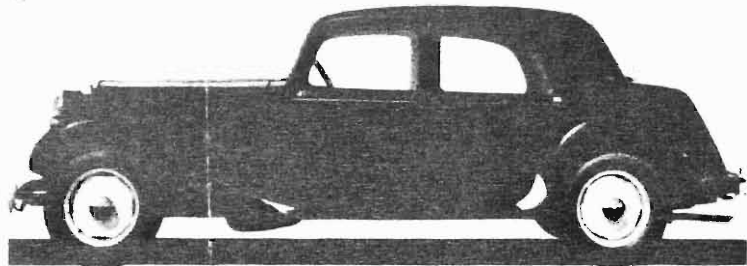
COMPARE THE COSTS!

A rented, chauffeur-driven car costs from \$60 to \$100 per day. That amounts to around \$3,600 for a two-month trip.

A rented, drive-it-yourself car costs about \$685 for a two-month run of 6,000 miles, not including gas and oil.

Shipping a car to Europe and back costs about \$600. And remember that repairs on an American-made car are often difficult to make in Europe. In addition, an American car burns more gasoline than a CITROËN.

If you buy a CITROËN in the U. S., pick it up in Europe, and resell it in



Europe after your trip, your cost, without operating expenses, is the difference between the list price and the resale price. Official used-car price quotations in France have consistently rated CITROËNS as the cars with the highest resale value.

FRANCE'S NEED OF DOLLARS GIVES YOU BIG ADVANTAGE

In order to obtain needed U. S. money, the French government gives priority to those who purchase CITROËNS with dollars. As a result, you can get delivery in Europe soon after date of order. The French resident must wait quite some time for a new CITROËN.

This situation creates a regular demand for second-hand CITROËNS. Resales are easy, and at a smaller discount in relation to new car prices than in the U. S. So you can expect to sell your CITROËN quickly at the end of your trip to a resident of France or to another tourist.

If you wish, you can store your car in Europe for use on your next trip. Storage fees are nominal. Or you may prefer to ship your CITROËN back to the U. S. Only French cars can be resold on the French used-car market, without import license or customs duty. Whichever procedure you choose, the CITROËN organization everywhere will gladly assist you.

DELIVERY

You can arrange to pick up your CITROËN in Paris within 4 to 6 weeks after date of order; the factory will always be glad to oblige by quicker delivery if cars are available. Should you wish delivery made elsewhere in Eu-

rope, only the actual cost of transportation will be added to your bill. In any case we guarantee, except in case of circumstances caused by an act of God, that your car will be at your disposal at the exact date confirmed to you with acceptance of your order.

APPLY LIMITED

Since only a limited number of CITROËNS are available for "dollar" sales, we recommend that you take an option on one soon. A small deposit of \$200 now will reserve your CITROËN, and the final payment need not be made until you specify delivery date. In case of cancellation, full refund is guaranteed.

T. T. REGISTRATION and CUSTOMS BOOK

Your CITROËN will be registered with a T.T. (*Temporary Transit*) License Plate, and you'll be provided with a Customs Book that permits the car to cross freely any European frontier for a 1-year period. The cost of registration and Customs Book is \$40.

DRIVER'S LICENSE

In several European countries, your U.S. driver's license is valid; in others an International Driver's License is necessary. This International License (*cost: \$10*) will be secured by us ready for your use on arrival.

INSURANCE

Arrangements can be made, if you wish, for car coverage with the insurance company of your choice, to become effective on the date the car is delivered. Premiums, of course, are charged to you.

plan now to really see Europe
in your own **CITROËN**



tocsection scene

Scottish section

March 21 - 23

Scottish Section of the Citroën Car Club annual dinner dance weekend at Perth. Friday 21 to Sunday 23 March 2003.

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.

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

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.

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).

West of England section

A good turn-out for the planning meeting at the Tunnel House resulted in a significant change to our normal programme for the year. The decision was to have fewer organised meetings but to meet informally at a central, fixed, meeting place on the intervening second Sundays.

This has resulted in four organised meetings in March, May, August and October. The months of June, July and September have been avoided because of the National, Brittany, and Normandy Rallies.

Letters will be sent out for the organised meetings as before to the regulars. The George Inn at Bathampton has been selected as the central venue for informal meetings - it has a large car park, plenty of room, a good choice of food and is more or less at the geographical centre of our area. It is suggested that if you fancy taking the Traction out for Sunday lunch on the second Sunday in the month, give a couple of other likely members a ring and see if they would like to join you. Failing that, just turn up and see who else is there.

The George Inn is easy to find. Head east out of Bath on the A4 towards Chippenham and London. At the interchange with the A46 keep straight ahead towards Batheaston (i.e. not on the new by-pass). After about half a mile, turn right towards Bathampton, go over the toll bridge and the George is on the right after about half a mile, next to the Kennet and Avon Canal. It may also be approached from the A36 Warminster Road by branching off to the left at the top of the hill as you leave Bath, driving down through Bathampton and over the canal bridge where you will find the pub on your left.

We would of course be delighted to see some more of the 'non-regulars' but it is always best to phone first to make sure of the date, time and venue which are occasionally changed at the last minute. If the weather is bad, particularly where there is an outside attraction such as Corsham Court, everyone is advised to phone in case of cancellation. Finally, if there are any more e-mail users out there, please let me know because it saves so much time and cost with the monthly letters.

PROGRAMME FOR 2003

March 9th - East Somerset Railway, Cranmore, between Shepton Mallet and Frome. There was a previous attempt at this venue in 2001 but the weather deterred all but four hardy souls who had lunch in the pub and decided that it was all too difficult! Given reasonable weather, this will be an enjoyable afternoon with the benefit of an excellent pub right next to the station.

April 13th - The George, Bathampton

May 11th - Visit to a Coal Mine in the Forest of Dean. Mike Tennant is investigating what sounds like a fascinating visit. If you don't fancy the idea of a coal mine, come along anyway for the lunch. More details to follow.

June 8th - The George, Bathampton. (Annual Rally, Perth; 20th to 22nd June)

July 13th - The George, Bathampton. (Brittany Rally; 11th to 14th July)

August 10th - Visit to Corsham Court, near Chippenham. This is also the second attempt at a previous venue - for some reason that escapes me, we abandoned the idea last year. The house and gardens are open to the public and should be very attractive in August. Not to be missed.

September 14th - The George, Bathampton. (Normandy Tour; 26th to 29th September)

October 12th - Visit to Berkeley Castle. No apologies for including yet another idea from 2001. Although there was a good attendance at the pub in Slimbridge, nobody actually made it to the castle. This time, we will put on a three line whip and drive in convoy!

November - No meeting

December - No meeting

January 4th 2004 - Tunnel House planning meeting

John and Lynda. Email jogborne@ontel.net.uk Tel: 01749 870501

South Midlands section

April 26

Saturday 26th April 2003 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.

Further details from Robin Dyke Tel: 01865 858555

Email: robindyke@aol.com

Surrey, Hampshire Sussex Borders section

44 people sat down to a splendid Christmas luncheon at The Barley Mow on December 15th in the Malting House. After drawing the raffle prizes Steve Reed was presented with a sweat shirt with the area logo designed by Helen and produced by Woodman designs of Horsham as the Christmas lunch coincided with Steve's 50+?? birthday, Sue Simper made a wonderful birthday cake complete with a Traction design. Steve thanked Helen for all the hard work she had put into organizing the various events during 2002 and everyone for supporting the area group especially those who travel some distance to do so. We look forward to more of the same in 2003.

The V.S.C.C. meeting on New Years day was very well attended. Despite the awful weather, We had to turn back twice because of flooded roads. It was good to see another new member with his family and Traction at this event.

The January meeting was well attended, and lively discussion ensued with regards to the years forthcoming events.

As usual we meet on the 3rd Sunday in each month from 12.00 noon.

April 20th weather permitting convoy from The Barley Mow after lunch to a mystery destination.

June 15th will be summer BBQ with boules match. Please phone John or Helen if you wish to book.

September 21st convoy to Hollycombe Steam fair at Liphook.

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



Traction in Tartan 2003 Annual Rally

20 - 22 June, 2003 - Perth, Scotland

NAMES

ADDRESS

POSTCODE

PHONE

EMAIL

TOC MEMBER

yes no

TOURIST INFO

yes no

VEHICLE

No. IN CAR

MODEL

COLOUR

REG. No.

YEAR

PROGRAMME

Friday 20 June

Arrival at Perth Airport 3pm onwards
Evening BBQ on rally field - bring a bottle and steak

Saturday 21 June

Tour of Perthshire, Glenturret Distillery visit & Famous Grouse Experience.
Evening Buffet & Ceilidh in Stormont Hall at the Airport

Sunday 22 June

Morning - driving tests at Airport
Afternoon - Concours at Glamis Castle

COSTS

Administration £12.00 per car (Weekend) £

£6.00 per car (Sunday Only) £

Camping/Caravans nights @ £6 per night £

Distillery Tour adults @ £6 each £

children @ £3 each £

Glamis Castle adults @ £6 each £

Entry & Tour children @ £3 each £

TOTAL £

Please make cheques payable to *Traction Owners Club Ltd.*
Costs for Ceilidh and Buffet have still to be finalised but will be in the next issue of *Floating Power*.

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

toc correspondence

DOWNSIZING YOUR TRACTION

I bought a new (old) car and did the driving test in our garden... it went well!

Walter Callens

 You can buy these in Holland. Contact: CTA-Service Holland BV, PB51, NL 5410 AB, Zeeland, Nederland.
Email: cta@ctaservice.nl Sales email: sales@ctaservice.nl
Tel: ++31 (0) 486 45 18 18. Fax: ++31 (0) 486 45 16 66.
Price €130 (tax included) + postage
1 Tractionette = 10.10 kilo.
Website with catalogue: www.ctaservice.nl



WEDDING PHOTOS

The wedding photo in the Oct/Nov issue is from the same event as the one Tony Stokoe mentioned in a recent FP - they are all our wedding cars - the bride was a local Perth girl and the groom was French. His family came over for the occasion but had no idea that they would feel so at home!

Kenny Cocker




LOCAL PRESS CAPTURES TRACTIONS TAKING OVER

Evidence below of Tractions "taking over" the opening ceremony of the new distributor road in Bridgwater.

Julian Taylor



READERS WIVES

 In the absence of any submission for Frank Grant's competition in the last issue, we feature this shot which was last

seen on the cover of Floating Power, Vol 2 No.3 of June 1977.
Ed.

LEADED FUEL - A LETTER TO THE TECHNICAL EDITOR

With the motoring season heading rapidly towards us may we be so bold as to remind you and your members about TetraBOOST which is now generally considered to be the best fuel additive available on the market today.

TetraBOOST additive allows enthusiasts to make real leaded fuel from the unleaded pump and makes anything from 4* 97 octane up to 106 octane race fuel. Now used in numerous historic race formulas including Historic F1 and F3 plus many of the Clubmans, Vintage and Classic formula's, TetraBOOST ensures that your car can run to its full potential. And if it can do this for your race car, just think of the protection and performance it will offer your road car, boat or motorcycle.

We would be most grateful if you could mention us in your club magazine or club notes and indeed on your website under information on leaded fuel.

For more information please call us on 020 8870 9933 or see our website at www.tetraboost.com

Accept NO substitute for real leaded fuel.

Nik Cookson

Remember that TetraBOOST puts the lead back in your projectile

FACTORY ROADSTER

The photo sent in by Mike Tebbett of the 'Roadster' is not outside a dealers, but still in the factory. In the 'Borge/Viasnoff' book L'ALBUM DE LA TRACTION of 1978 page 32 there is a photo of the immense Hall d'exposition with 13 cars and their drivers, one being the Roadster. On their left are the showrooms all looking a bit tatty and in need of a coat of paint. On page 49 is a large photo of the Roadster. The showroom has been painted, floors polished, plus tables and chairs, and in the windows what looks like Peranganiums. Looking right through the showroom you can see another Roadster by a tree. The caption reads 1934 PREMIER MODÉLES de CABRIOLET '7' PHOTOGRAPHIE dans L'USINE du QUAI de JAVEL. Also if you look at the large Poster by Allan Sibley you will see that he also used the same photos to make his drawings.

Mike Tennant

VIETNAMESE ROADSTER

Reference to the photograph of Berhard Citroën, the picture has appeared in Floating Power before March 1991; I'd forgotten about this! Also 'Red' Dellinger has sent me a computer picture on the 'Vietnamese Coupé, it is now in America, more info to come.

Fred Annells

NEW BOY

I have just bought a Citroën Roadster with an interesting history which members might or might like to know about. On holiday in Spain at a town called Altea where we used to live, I saw two very dirty and dusty Roadsters in a car dealers lot just outside Benidorm. The prices were not marked and when I enquired the dealer wrote 3 million petasas (£15,000) in the dust on one of the cars, he was obviously not aware that € were the currency now. Knowing nothing about Citroën roadsters this seemed a great deal of money.

But I liked the cars and needed a new toy so on my return I called Stephen Reed the nearest TOC local secretary whose name I took from the excellent web site. He said Roadsters were fairly rare and could be valuable. The next day I saw a Slough saloon for sale in Beaulieu Motors which had been beautifully restored by Traction Renaissance Services. I called Renaissance and had a long chat with Dennis about the cars; I later drove up to Gloucester to see him.

On the way back I decided to buy both cars, one was obviously a pre-war model with three flaps per bonnet and the other had the slotted vents. I called on the services of an old friend in Spain who was a motor dealer to come to terms with the local Arthur Dailey, the owner of the vehicles. Then Dennis called and said that thinking about things he remembered an article in Floating Power some years ago about a Madame Garagiste who was making Roadsters from Saloon cars in Vietnam. The fax he sent of the article showed the car I was about to buy which had ended up in Spain.


I decided to buy just one of the two cars and opted for the older model which I bought and had shipped to Renaissance Services. A detailed examination shows the car has been very well converted. The car has a chassis number dating from 1949 but with a 1936 engine.

The plan is for Renaissance to work their magic on the car and ensure that I can use it for long distance touring events. I have just done the Inca trail which was 25,000km in South America, the Roadster would have been a great car to use on that event. There was a DS 23 on the trip owned by Tony Mather which went very well, but then Tony is a great mechanic and a nice guy too.

I will send some photos of the car before and after and hope to be at TOC events later this year.

Alan Crisp

REPRINTED FROM SUNDAY TELEGRAPH JAN 12 2003

 Several members sent in this cutting. Roy Cunningham sets the record straight

ONE CAREFUL OWNER CITROËN TRACTION AVANT (1934-57)



The car forever associated with Inspector Maigret. Elegant icon, advanced for its time, well built, spares plentiful

Price: £1,500-£9,000

Best feature: some of its beauty might rub off on you

Worst feature: it's old and needs to be looked after

Life expectancy: better than yours

Best for: everyday classic for considerate driver, with virtually no depreciation (it is a collector's car)

FROM LETTERS TO THE EDITOR - SUNDAY TELEGRAPH JAN 19 2003

Simonon fans will have been spluttering into their cafés au lait at erroneous photograph in your motoring column (magazine January 12). It is not a Traction Avant of the kind immortalised by

Rupert Davies on the television as Chief Insp Maigret, but an earlier and less revolutionary model.

Roy Cunningham, Sarrat, Hertfordshire



KEEP YOUR FLOATING POWER COPIES IN PERFECT CONDITION

New Floating Power binders are now available in deep blue leatherette finish with gold foil blocked spine. Each holds twelve copies, held in place by strong elasticated strings so there is no damage to the magazines. Supplied by post in sturdy corrugated card sleeves they are available now from the editor. *Hurry while stocks last!*

To: *Richard Hooley, ATL Associates Ltd, Central House, Great Central Street, Leicester, LE1 4ND*

Please send me Floating Power Binders @ **£6.00** each inc UK P&P

Total enclosed £

NAME

ADDRESS

*Please make cheques payable to **Traction Owners Club** and allow 14 days for delivery. Overseas members, please email your requirements to: richard@atl-associates.com to establish cost of post and packing before sending your cheques*

Photocopies of this form acceptable - we know you love and cherish your Floating Power magazines!

tocclassifieds

NOTICE CONCERNING ADVERTISING

RATE CARD

Charges for advertising in Floating Power

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

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

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

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

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

CARS FOR SALE



Traction Avant 11 B Normale 1955 left hand drive French built car. Brought to this country in 1989 from the south of France. The owner having spent many thousands of pounds on a full mechanical overhaul; the car has covered 16,000 km since, and is in excellent original unmodified condition with MOT & tax until July. I am looking for something in the region of **£5,350** (ono). Tel Andrew French 0776 958 3990 or 01245 283666.



CITROËN LT15, 1952, BIG BOOT, SLOUGH BUILT. Black, V.G.C., New Williams D/shafts and new wheel bearings all round. New solex carb. Recon. fuel pump. Practically new interior. Good Tyres. Taxed and M.O.T. until June 03. Very reluctant sale due to distributor transplant. **£6,500** ono. Contact Phil Bamford on 01476 417106 or email philandwol.bamford@ntlworld.co.uk

1948 Slough Light 15. 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. **£7,000** (ono). Call for more details to Martin Edwards on 0115 981 4025 (Nottingham).

Citroën C6F 1929 RHD. Very Good condition for year. Car been garaged for last two years due to other commitments hence it is time to say goodbye. Black and maroon with maroon leather upholstery front and back and personalised number plate. Bills for work completed by Classic Restoration. **£12,000.** Please ring Steve 020 8244 2374 (after 6pm)

Reluctant Sale. 1954 Light 15 Big Boot. NGD 69 white/red trim. 80% restored, thousands spent, too many new parts to list. Owned since 1981. No Time to complete **£3 750 ono.** Also Light 15 Rolling Shell for sale and spares. Please phone Roy for details on 0776 255 7825.

1928 Citroën B14G, 2 seater with dickey, RHD, engine and bodywork restored. All original registration books, plus a lot of literature (brochures, manuals etc.) New hood and side-screens and many other new parts. Offers please to Richard on 0114 246 7806 (Sheffield).

1954 Light 15 (RHD) Very Good Condition. Well maintained, Garaged. Heater, Sun Roof, New Leather Seats. Service bills/receipts available. M.O.T. and taxed. Owner reluctant to sell as much TLC has been lavished on the splendid vehicle. Fair price asked at **£8,000** or VNO. Tel Chris Burke on 01929 425544 or email zooks77@hotmail.com



1950 Traction Avant 11B Onze Normale, Paris built, LHD, small boot model, dipped bumpers, good condition throughout, black bodywork. Recently fitted excellent grey cloth interior, MOT for 1 year, very reliable, fantastic runner, bought by me in Clermont Ferrand in 1999 and now registered in UK. Reg No. HSL 643. Roadster forces sale. **£6,500** ono. Sensible offers to Mark Cooper 01932 867245 (Surrey) or Mobile: 07889 750336.

Rare Paris built 1936 11A with rack and pinion steering, in good original condition - a runner. A worthwhile restoration project for enthusiast. 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. Reasonable offers invited. Contact: Colin Gosling 0208 467 1965 (London)

PARTS FOR SALE

Parts for Sale: Lt15 engine in bits - offers. Recon head (40thou off) - £50. Perfect gear box 3 speed - £200. Bell housing - £30. Complete manifold - £30. Workshop manual 1938-1950 £35. Windscreen & rear window glass - £25. New hub & bearing puller £100. Spares for Solex 31PB carb - Offers. Spares for A/C fuel pump - Offers. Many other bits. Contact Phil Bamford on 01476 417106 or email philandwol.bamford@ntlworld.co.uk

FOR SALE: Complete 12.8 H.P. engine, clutch, gearbox & differential assembly for the original front-wheel-drive 'Citroën Twelve'. Was in perfect condition when last used 40 years ago, having just had a Citroën works re-conditioned engine fitted. Has been stored in my garage ever since. Also complete workshop manual for the Citroën 'Twelve' & 'Light Fifteen' models. £300 o.n.o. Call David Jones, Radlett, Herts; Tel. 01923 856331

FOR SALE 1 pair LT 15 drive-shafts complete with stub axle assy. Ready to fit, Ex cond. **£250** the pair. Tel 01209 820 354 after 6pm, M Vickerstaff.

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.

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

WANTED

Have you scrapped a Slough RHD Big 15 or 6? I wish to buy inner windscreen surround, dash mounted gearchange and wooden dash, can collect anywhere. Please Phone Andy 01339 886 290.

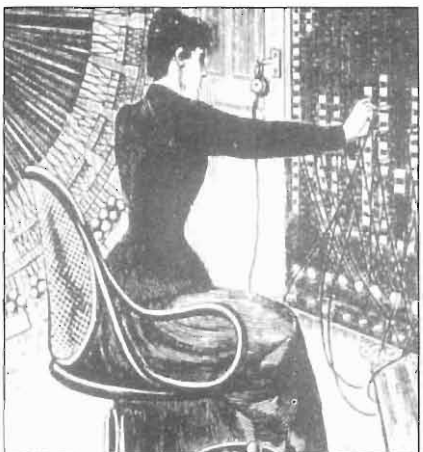
WANTED: ORIGINAL red leather seats or part seats/flutes from a Light 15/Big 15 for restoration. I do not require the frames. Also, internal roof-light cover for 1953 Light 15. Alistair Pattillo (Cardiff) 029 20755377 or email pattillo1@slb.com

Miscellaneous

FOR SALE - Traction Models. Dinky 1952 black 15CV Big Foot 1/43 mint with box, beautiful model **£15.** Matchbox Citroën 15 Big Foot black miny with box **£7** plus postage. Chris Hoskins Tel 01726 813 207

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). 3/16

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 Kегresse caterpillar repair information?? Contact Frank Grant Tel: 013397 422 72 or e-mail frank-grant@lineone.net



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