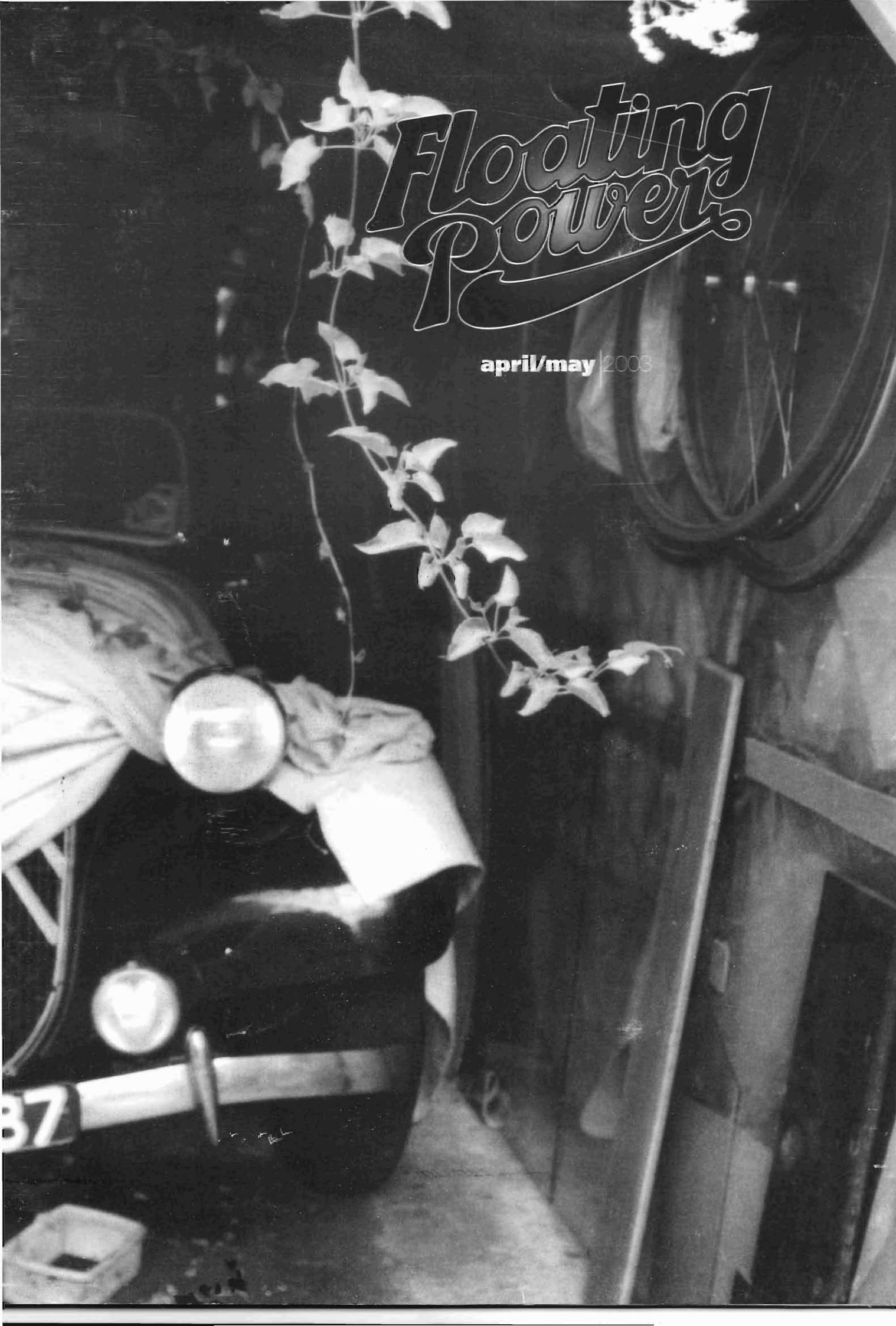


Floating Power

april/may 2003



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

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Club Tools are available in these areas



Approximate position

For details of area meetings, please contact your local organiser



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Editorial

Our lead story this month is the acquisition of truck loads of spares from our Honorary Life Member, Fred Annells. Fred is moving home shortly and a new home was urgently needed for a mountain of spares which Fred has accumulated over the years. Several keen members gave up their valuable weekends to rescue, sort and transport these back to the club's spares warehouse. Thanks to all those who volunteered for this exciting but strenuous project! A one off sale will be held in July.

Welcome contributions on the joys of Traction motoring are sent in by Mike Tebbett and Daniel Uprichard. Their interesting accounts of recent acquisitions make an enjoyable read and are an encouragement to all to look on to some of the many events taking place this season.

In the last issue we advertised the new Floating Power binders. Each one holds 12 copies firmly in place with no need to damage the magazine. They are high quality with a dark blue leathrotte cover featuring gold foil blocking on the spine. One hundred were ordered and all these have now been sold. Should you require some, please send in your cheque and order soon so we can arrange to re-order an economical quantity.

Finally, on the basis that you can please all of the people some of the time, some of the people all of the time but you cannot please all of the people all of the time, the committee has decided that in the next issue we will start a "Moans and Groans" column. If you have any complaints about the general running of the club, the magazine or any other aspect, then please direct them in writing or email, not by telephone please, to the editor with your name and address. I will then print them and attempt to get you a satisfactory response from the appropriate person.

Copy date for next Issue: 1st June 2003

Front Cover



Spring has sprung,
The grass is riz
I wonder where my Citroën is?
Peter Ashlee, Welling.

(Thanks to the late, great Spike Milligan)

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tocnews

Chairman's Note

May 2003

Paul De Felice

Hello and welcome to the spring issue of Floating Power.

Since the last issue of Floating Power the Club has managed to buy all the surplus spares from Fred Annells who is just about to move house and lose his storage facility. Our acquisition of spares is relatively large and includes some pre-war parts all of which has substantially boosted our stock of second hand spares.

Therefore we have decided to hold another spares open day on Sunday 27th July from 10 am to 4 pm at Chichester. This time we are notifying you well in advance to give you all sufficient time to make your arrangements to come down and enjoy yourselves rummaging amongst stock finding those bits you always wanted to get and meeting the spares team and committee who together have put in a lot of work to make this possible.

New Members

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

- 1802 C.J. Crumpton, Gillingham, Kent
- 1803 I. Middleton, Turo, Cornwall
- 1804 R.J. Harding, Cholsey, Oxon
- 1805 E. Siam, Mur Die Bretagne, France
- 1806 J. Berry, Berkhamstead, Herts
- 1807 A. Taylor, West Linton, Scotland
- 1808 W. Tremayne, Thame, Oxon
- 1809 M. Wortley, Shepshed, Leics
- 1810 R.A. Philippo, Harston, Cambridge
- 1811 R.A.F. Mc Cleam, Ripley, Susey
- 1812 G.R. Fienberg, Putty, N.S.W. Australia
- 1813 J.W. Goulding, Putney, London
- 1814 R. Mayall, Llanruaeadr, Denbigh



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 594563 for the rescue service. Quote the club and your membership number to ensure we receive commission.

Michelin News

Michelin has restructured the distribution of its classic tyre range throughout the UK and Ireland with the appointment of two specialist distributors to service this market.

Longstone Tyres of Bawtry near Doncaster and Vintage Tyre Supplies Ltd. of Beaulieu in Hampshire have been chosen to supply the full range of products to both trade and end user. These two dealers were selected due to their long-standing involvement and interest in the classic car field, and both companies will hold large stocks of tyres and are committed to providing a full service, backed up by extensive technical expertise.

Initial products stocked will include the first radial tyre, the Michelin X, alongside the TRX, XAS, XWX, XZX and XDX, with further additions likely in the future.

For further information on the full range and available sizes contact Longstone Tyres on 01302 711123, e-mail info@longstonetyres.co.uk or Vintage Tyre Supplies Ltd on 01590 612261, e-mail sales@vintagetyres.com

New Spares List

This edition of Floating Power contains the new spares list, with updated prices and several new items. The full price and levy price are now shown, as some members seemed unsure of what they would actually be paying. There is an enlarged selection of service exchange items, which will continue to grow. We are also offering a range of selected items at attractive prices which will form the basis of additional service exchange items (when the replaced unit is returned to the club).

The remaining items which were purchased from South Africa last year are offered at the same prices as the sale days. These are shown in a separate list, but are not subject to the spares levy discount, as the prices are already felt to be very reasonable.

There are also some small changes to the conditions of purchase.

Tony Hoodekiss

tocspares hotline

01243 511378

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



tocnews

FBHVC News

LEGISLATION

David Hurley Chairman, Legislation and Fuels Committee

Brake Linings and Safety

Although the consultation document mentioned in issue 1/2003 relates to modern, recently imported vehicles and proposes allowing the use of original equipment brake linings either from the manufacturer or specialist suppliers, we have made the point that it would be in the interests of road safety to allow the use of 'OE' brake linings for pre-1973 vehicles. We await a response!

Road Vehicle Lighting Regulations

Also mentioned in the last issue, these proposals relate to the use of warning beacons. Whilst there is nothing in the proposals to affect old vehicles, we are looking into the existing regulations covering the use of amber flashing lights for vehicles other than breakdowns, long/wide loads and tractors before making a submission.

End of Life Vehicle Regulations

A consultation document was issued on 7 March 2003, a light tome containing 100 pages! We are in the process of deciding our response but on initial viewing our vehicles are not affected, although we will still read every word.

EUROPEAN LEGISLATION

Andrew Burt, Chairman

The following examples illustrate very well the breadth of legislation that must be monitored in Europe; it is not just motoring directives that may have an effect on the restoration and use of historic vehicles.

'Paint Directive'

Found under "atmospheric pollution" in a Directive on "Limitation of Emissions of Volatile Organic Compounds Due to the Use of Organic Solvents in Paint and Decorative Varnishes and Vehicle Refinishing Products and Amending Directive 1999/13/EC" - this may affect anyone wishing to respray their vehicle in the future. The Federation is in discussion with the British Coatings Federation with a view to mounting a joint campaign to oppose this proposal.

APRIL 2003 CAME EARLY

Did you here that pre 1973 vehicles whose V5 documents have non-transferable registration numbers are no longer eligible for the historic vehicle tax concession? FBHVC did, and wasted a morning late in March trying to establish whether there was any truth behind the rumour: fool. It seems the story in the April issue of a club publication had reached some eyes a few days early.

DAYTIME RUNNING LIGHTS

A new year long study is to be undertaken by the EU. The idea of daytime running lights was looked at a few years ago and abandoned but may now be revived. The key issue for the movement is that the electrical systems on many older vehicles were not designed for this kind of continuous running. Motorcyclists are also concerned that if all vehicles are obliged to use such lights, motorcycles will no longer stand out from other traffic.

tocdiary

2003

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: skylodge@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 11TH, 12TH, & 13TH

MALO-LEAS-BAINS, DUNKERQUE

(I think this is a suburb of Dunkerque slightly northeast). Traction Universelle are hoping to get at least 1000 Tractions there. Further info from Robin Dyke: robindyke@btopenworld.com

Whilst the dates and the venues are current at the time of going to press, we recommend you confirm the details with the event, prior to setting off on your day out.

Subscriptions

If you have not done so already, you are invited to renew your TOC membership for the year 2003/2004 at the rate shown on the form sent last month. 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.

Mayday, Mayday - Impending Disaster!

By that well known French Mistress, Sue de Nimmes

"MAYDAY, MAYDAY - IMPENDING DISASTER!"

"Wassup? - Is Bill Smout battling with nature again, has Barry the Brick traded in his gin-palace for the recently discovered strip of canvas and set of 8 spark plugs that only require a body to be built and a replacement engine to be found to make an original 8-cylinder convertible Traction or ... has Bernie recovered from his surgery and is about to start driving again?"

"No, it's worse than that even - it's the Godfather!"

"Wadyamean - the Chairman has joined the Mafia? ... I always said not to trust anybody with an Italian name ... and red hair!"

"NO, NO, NO, NO, NO!"

"Well, What then?"

"It's Fred!"

"You mean Fred!"

"Yes, Fred, Fred Annells"

"Right... What about him...?"

"He must relocate his stock"

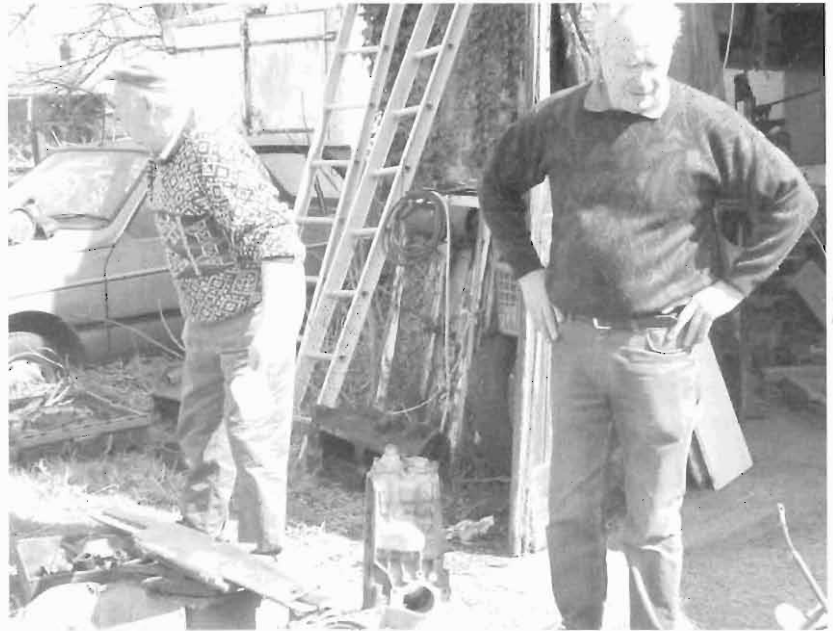
"When?"

"At Once - and he wants the TOC to have it!"

.....
The above is a rough transcript of a recent TOC Committee meeting. Only the facts have been changed to make it a bit less boring.

On a serious note, it was important news. Fred really was about to sell the house where his precious accumulation was stored and did not have room for it at his new location. He wanted the TOC to benefit from his hoard and, although he had mentioned it before, there had never seemed to be any urgency in the past. However, now that the circumstances had changed, immediate action was necessary. With little debate it was agreed that an advance party would visit to review the task and report back to the Committee as a matter of urgency.

As a result Robin Dyke and Bernie Shaw visited Fred in early March. They poked in all his drawers and delved into his cubby-



Now, if I could just remember where I put that gearbox...

holes. The result was a list of all they could see, less the items Fred needed to retain for the three cars he has to finish before he "retires", plus that which Fred said was hidden underneath what we had seen.

Based on the list, The TOC made Fred an offer and a deal was struck. The weekend of 12th/13th April was chosen and Robin set about rallying troops to sort and load at Fred's on Saturday and then unload at the Chichester Spares Depot on the Sunday.

On the 12th we had glorious weather for the loading and a merry band was gathered at the allotted hour of 09:30 awaiting the arrival of the transport - kindly supplied by Andy York. Unfortunately at the same time, due to our Chairman's inability to concentrate on the route, the driver who shall remain nameless to protect his reputation, had passed the Stamford exit from the A1 and was well on his way to Scotch Corner. Fortunately only a couple of hours were wasted and by the time the van arrived the ground crew had manhandled one car and a skip to manageable positions and started to bring long hidden treasures back into the light of day.

Thereafter the day went well. Robin scribed away as more items than had originally been listed (or anticipated) were brought to the van. There were flywheels, heads,

blocks, some body parts and untold boxes of assorted engine and gearbox components. All were recorded. By 15:30 knees, arms and backs ached and, although we had not totally cleared the stock, no more could be squeezed into the van. We finished off the day by helping Fred clear some of the non-saleable odds and sods into a skip for disposal and agreed to arrange a second weekend to collect the last few items.

On the Sunday a second team worked equally hard to unload and store the items in Chichester. On this occasion the driver wisely did not rely on the Chairman for a route and, as a result, I understand the Sunday crew were finished in time to enjoy a pub lunch. (Thanks Paul, from all those who slaved away sober and starving on Saturday - had it not been for the hospitality of Fred's family your navigation might have resulted in several of us wasting away!). A date in May is now set for the final collection and, once this has been put into stock, a comprehensive list will be prepared and published on the website.

Fred wants as many TOC members as possible to benefit from his heritage and the Club will therefore hold an open day in Chichester on **July 27th**. This may seem a long way off but with rallies in Scotland



Stop Press

**TOC SPARES
OPEN DAY
SUNDAY
27TH JULY 2003
FROM 10AM TO 4PM**

**AT 98 FIRST AVENUE,
BATCHMERE
CHICHESTER,
W.SUSSEX, PO20 7LQ**

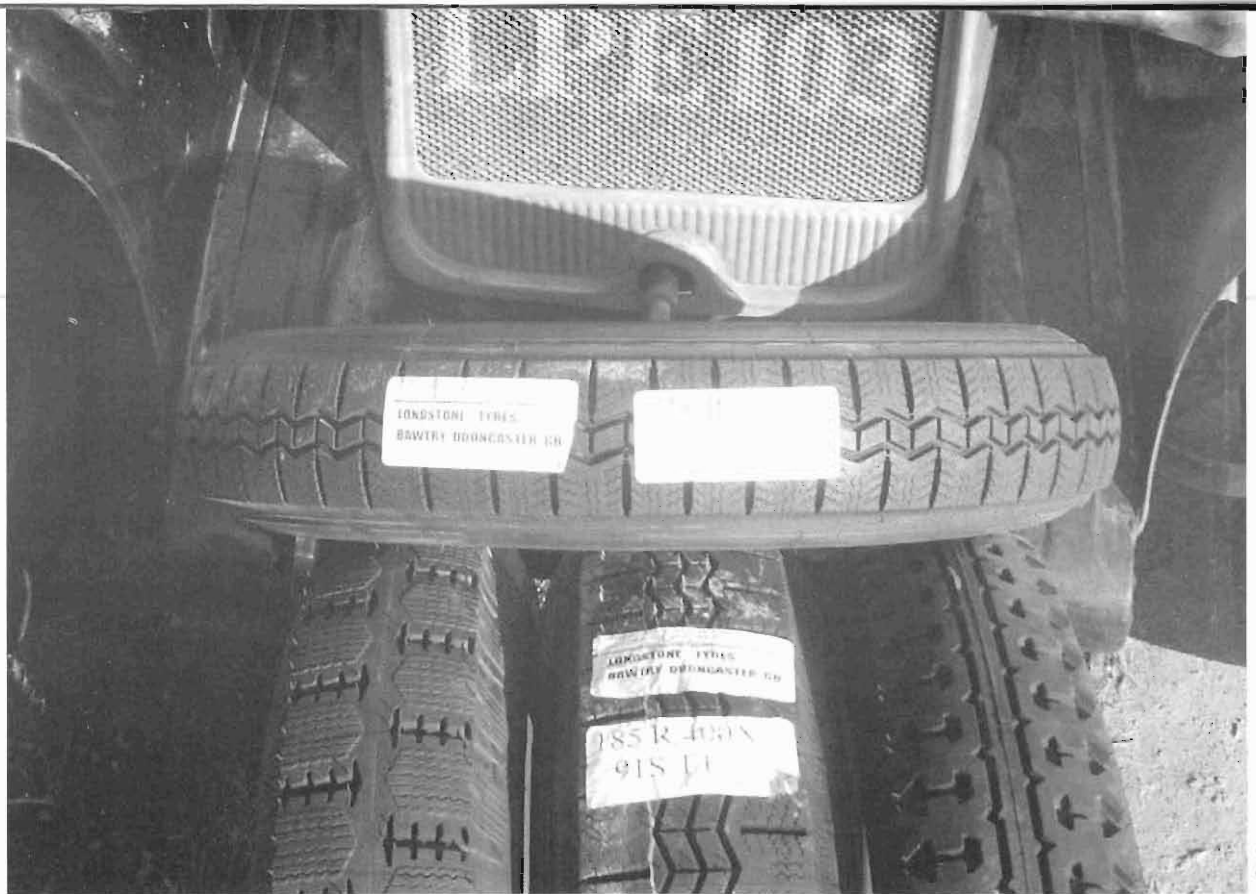
**ALL MEMBERS WELCOME
TO COME ALONG
AND SCOUR AMONGST
THE NUMEROUS
NEW AND SECONDHAND
SPARES IN STOCK**



Do you think I can be first in line at the sales if I hide here?

and Brittany looming this is the earliest convenient date.

On behalf of all members the committee would like to thank Fred for considering the Club and giving us this opportunity. We think we can safely say that, if he does need any bits in future, we can probably let him have them at a fairly reasonable price!



2 FREE TYRES!

THE SCOTTISH RALLY WILL GIVE YOU TWO FREE TYRES!

There are only a few small conditions: You must come to the rally, purchase a raffle ticket and win the draw. There will of course be other prizes, but for those of you wavering about coming, think again. These tyres may have your name on them.

Michelin are not providing these tyres as they have changed their supply network, but they suggested we contact both of their new national distributors. They have confirmed, however, that the tyres will continue to be made at Clermont-Ferrand.

We had an immediate, and very friendly, response from Dougal of Longstone Tyres, offering us two tyres and we are very grateful to him. The tyres to be supplied to the event are 165x400's but will be changed if you need 185x400's. You can visit his web site at <http://www.longstonetyres.co.uk>.

Dougal has also very kindly provided a price list.

Longstone Prices (excluding VAT)

Early cars 130/140x40 SCSS **£107.50** 150/160x40 SCSS **£119**

Later cars 165x400 **£89.50** 185x400 **£114.50**

Delivery costs £8.50 for up to 3 tyres and £12 for 4 or 5

They also carry a range of other tyres.

Michelin's press release of February 2003 says-

We look forward to seeing you in Scotland, where the sun always shines.

Steuart Watson

SKIRL OF THE PIPES

Just a snippet of information about an event which will take place near the route of the Saturday run on the annual Rally. Hopefully some members enjoy the "skirl of the pipes" I have been reliably informed that there is a pipe band staying at Skylodge on the Saturday night ,so maybe ear plugs should be worn

PITLOCHRY hosts the British Pipe Band Championships on Saturday 21st June 2003

The British Championships incorporate Drum Major Championships as well as Highland Dancing and are an event of primary importance. Over 120 bands from all over the UK will be competing on Saturday 21st June 2003, starting at ten in the morning. At noon bands will march through the centre of the town, and the day culminates in a massed finale of 3,000 pipes and drums.

"One Hundred Thousand Welcomes is Pitlochry's motto, so we have already distributed 100,000 leaflets publicising the competition. I know that this is going to be a memorable day for

all" said Peter Stevenson, chair of the Pitlochry Major Events Group which is co-ordinating management of the occasion.

The prospect of so many Pipe Bands together with the expected record number of spectators might be expected to be a challenge. However, Pitlochry is well used to looking after large numbers of visitors, so catering, traffic management and parking arrangements are already well organised. There is plenty of accommodation available, and lots to do in the area, but if a particular establishment appeals, it would be wise to book early. The Tourist Information Centre telephone number is 01796 472215.

Further information is available at www.pitlochry.org/britishchampionships, and enquiries regarding the event should be addressed to britishchampionships@pitlochry.org or sent to the Secretary, Sandy Wilson, The Bothy, 30a Bonneathill Road, PITLOCHRY, PH16 5BS, telephone 01796 473636, fax 01796 474060.

Traction in Tartan

2003 Annual Rally

20 - 22 June, 2003 - Perth, Scotland



APPLICATION FORM



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) £

Ceilidh and Buffet adults @ £22 each

children @ £10 each (under 14) £

Camping/Caravans nights @ £6 per night £

Distillery Tour & Tasting adults @ £6 each £

children @ £3 each £

Glamis Castle Entry & Tour adults @ £6 each £

children @ £3 each £

TOTAL £

Please make cheques payable to *Traction Owners Club Ltd.*
Send to: *Kenny Cocker, Hillfoot Cottage, Collace, PERTH, PH2 6JB*

Tracking Down Traction

TRACKING DOWN TRACTION AROUND CO. DOWN

By Daniel Uprichard

Only a week after I lost my appendix to the surgeon, I and my stomach staples travelled from Belfast to London, to meet the famed John Gillard. I had first contacted him about six or seven years ago, when my Traction fascination had begun, but had not bought a car as yet! John and I had recently discussed suitable cars, and he had sent me photographs of 'the one'

I was met at the train station by his friend, the hard-working restorer Graham Pitcher, who took me to the treasure-trove of Traction delights that is John's garage. Like many a man before me, I was overawed by the display. However, I couldn't see 'the one', and desperately hoped that the scruffy car with the similar number plate wasn't my 'intended'. John duly arrived and ushered me outside to the yard - there she was, the wee beauty, bouncing up and down saying 'buy me'! After a test drive I was convinced; the deal was done and off I hobbled back to the airport.

After much anticipation and a few delays, she arrived at Belfast docks, early morning Christmas Eve. However, the freight manager looked up his log and told me that she was not due until December 28th! My heart sank, but the freight manager said "she may be on there yet, ye never know. Stranger things have happened". After a few enquiries via radio, a crew member confirmed that she was tucked away in the furthest corner of the ship. I clambered aboard; first the ship, then my Traction. I fumbled for the controls and she started on the button - oh joy! Now, where's the headlamp switch?


I happen to live in an area where it seems that every other household has an old car. Many of my friends and neighbours own cars, including Bugatti, Darracq, MG, and Tin Lizzies, but none of them own a Citroën. When they came over to see what on earth I had bought, the comments were "WHITE!" You'll look like Richard Clayderman, all you need is a white hat", and "well, you can always do weddings!"

Norman Moore came all the way from Limavady to collect spares from John Gillard that had been shipped via my wee beauty. After 23 years of Traction ownership, Norman knows his stuff. Unknown to me, he had arranged for us to visit Jim McCullough, who had also just

purchased a Traction - it turned out that Jim lives in the village of Lisbane, only two miles away (and near my local pub). We entered Jim's double garage, and I was amazed that it could accommodate a pre-war tractor, a split-screen Moggy Minor, and a Sunbeam Rapier ragtop, as well as an immaculate dark blue 1955 Traction Avant - a wonderful array of extremely well-maintained motor cars. The condition of the Light Fifteen was exemplary in every way, with many desirable extras.

Norman had obviously done his homework, as two other Tractionists shortly arrived at Jim's garage to view his new addition - Michael Wood from Ballygowan and Roy

Hamley from Killyleagh. I had no idea that there were now four Light Fifteens within 15 miles of each other. This was a great chance for me to meet the other owners; they were all very welcoming, and now I can't wait until the good weather comes and I can get motoring! All in all a very worthwhile meeting, but after seeing Jim's immaculate Fifteen in glorious dark blue I don't know if I dare show them mine!

 Illustration produced for Daniel's business; Jacquart Antiques & Interiors. Ed



CITROËN

toctech



volume 1

Maintenance **12**

- **Transmissions - Gear Ratios**
- **Bizarre Petrol Problem**
- **Spanners Nuts & Bolts**

Gear Ratios

A fascinating analysis of the multitude of combinations of Traction gear ratios by Dr. Yves Haft of the UK Traction Avant Research Centre (UKTARC). This newly discovered organisation is believed to be located in rural Oxfordshire and is clearly a valuable source of intriguing, if somewhat esoteric, information.

Dear Editor

I have the honour to send you some results of research which we have recently conducted. If you think it would make an article in your Floating Power magazine, you are very welcome to use it. We are still researching similar data on the lower gears, but are bogged down with some details on various reverse gear offerings on the ID gearbox. Perhaps we can submit another article in a few months. We have also some gearbox diagrams.

Here at the UK Traction Avant Research Centre (UKTARC) we have been analysing much of the published data concerning the theoretical road speed of a range of Tractions in top gear when the engine would be turning at precisely 1000 revolutions per minute. We have concluded that a considerable proportion of the published data is copied from previously published data. It seems that there may have been some minor errors or arithmetical limitations in the original data, and that some other errors have been introduced which have therefore been propagated. So we have started again with the raw data and today's common usage and analytical practices.

The starting point is the gearwheels used in top gear. In all original 7 and 11 series gearboxes the numbers of 3rd gear teeth are 22 driving 28, and so the ratio computes to 1.272727 (recurring). For the original 15-Six gearbox the ratio is precisely 1.0 as in 3rd gear it gears down and up with matching pairs of 21 & 34 and 34 & 21. A number of cars have been modified

to use an ID 4-speed gearbox, and originally the numbers of 4th gear teeth were 27 driving 23, giving an overdrive ratio of 0.851851 (recurring). Although not discussed here, the early gearboxes fitted to 7A and 11A Tractions had a different 2nd gear ratio to later gearboxes, and there was a similar 2nd gear ratio design change in 15-Sixes and IDs.

The next factor to be considered is the crown wheel and pinion. Most Tractions (Légères and Normales) have a pinion with 9 teeth driving a crown wheel with 31 teeth, giving a ratio of 3.444444 (recurring). Original Familiales and Commerciales would have been fitted with a pinion with 8 teeth driving a crown wheel with 31 teeth, giving a ratio of 3.785 (precisely). This lower ratio was thought more suitable for the much heavier larger bodied cars. It was also the original fitting for the 7A and 7B cars which of course had smaller engines. For these there was the Spécial Montagne option of an even lower geared pairing with a pinion with 8 teeth driving a crown wheel with 35 teeth, giving a very low ratio of 4.375 (precisely). There was also a much higher geared Economique pairing with a pinion with 10 teeth driving a crown wheel with 31 teeth, giving a ratio of 3.1 (precisely). This pairing was tried briefly on the 7C cars in 1939, but is being offered as newly made replacement parts at this moment. The early ID 4-speed gearbox used a pinion with 9 teeth driving a crown wheel with 35 teeth, giving a ratio of 3.88888 (recurring). Later this was changed to a pinion of 8 teeth driving a crown wheel of 31 teeth, giving a very similar ratio of 3.875. It must also be noted that a considerable number of Tractions have been modified to use higher final gearing, particularly the newly available 10:31 pairing (to replace 9:31) on the lighter cars, and the 9:31 pairing (to replace 8:31) on some Commerciales, Familiales and on some 15-Sixes.

The final factor needed to complete the calculation is the rolling circumference of the tyre. There were a number of tyres originally fitted, the Stop with sizes of 140x40, 150x40 and 160x40, the Pilote with sizes of 155x400, 165x400 and 185x400, and then the Michelin X with sizes of 165x400 and 185x400. In general the smaller tyres were fitted to the earlier and/or less powerful cars, and larger tyres were fitted to the heavier cars. Most Tractions today are using 165x400 Michelin X tyres. These are still obtainable, although the 185x400 are currently not easily found. It should be noted that tyres should be fitted to the correct rims. Rolling circumference is difficult concept to comprehend. It is not calculated from the diameter of the fitted and correctly inflated tyre multiplied by Pi (3.14159... etc.). One might like to think of it as the joke about the tyre being flat only at the bottom. The Michelin Tyre Company explain it as depending on where in the cross-section of a tyre the reinforcing bands are situated. They have provided current rolling circumference figures of 2.059m for the current 165x400 and 2.149m for the 185x400. These do not quite agree with figures published much earlier for the Pilote tyre. And of course the Stop tyres were of quite a different construction and profile. For example the rolling circumference of a Stop 140x40 was stated to be 2.023m.

So, taking these three factors into consideration, we have come up with today's best calculation of the theoretical road speed at 1000 revolutions per minute. A selection of examples is tabulated below. Owners of Tractions not included in this selection, should be able to calculate the figure for their particular variant, but they are welcome to contact UKTARC with any problems.

Yves Haft (Dr)

Principal Research Officer UKTARC.

E-mail: uktarc@aol.com

Traction Model & Tyre	Top Ratio	CW/P Ratio	Overall Ratio	Tyre Size	Road Speed at 1000 rpm mph	kph
7A Spécial Montagne	1.273	4.375	5.568	140 x 400	13.545	21.799
Commercial/Familiale	1.273	3.875	4.932	185 x 400	16.245	26.145
Légère/Normale	1.273	3.444	4.384	165 x 400	17.511	28.181
Economique	1.273	3.100	3.945	165 x 400	19.456	31.312
15-Six D	1.000	3.875	3.875	185 x 400	20.676	33.275
Traction with ID gearbox	0.852	3.889	3.313	165 x 400	23.172	37.292

A Bizarre Petrol Problem!

Dave Winspear writes:

Thought members would be interested in a little problem I have had.

I have just bought my second Traction in December last year, a 1953 11BL large boot and I was having running problems on our first outing this year, I have seen calmer kangaroos. Having spoken on the phone to Martin Nicholson and Dennis Kelland, who gave me lots of good advice and suggestions, all moral and legal unfortunately! I thought I might as well have a go at finding the problem. I should say here that I am no mechanic and I am just beginning to get acquainted with Tractions.

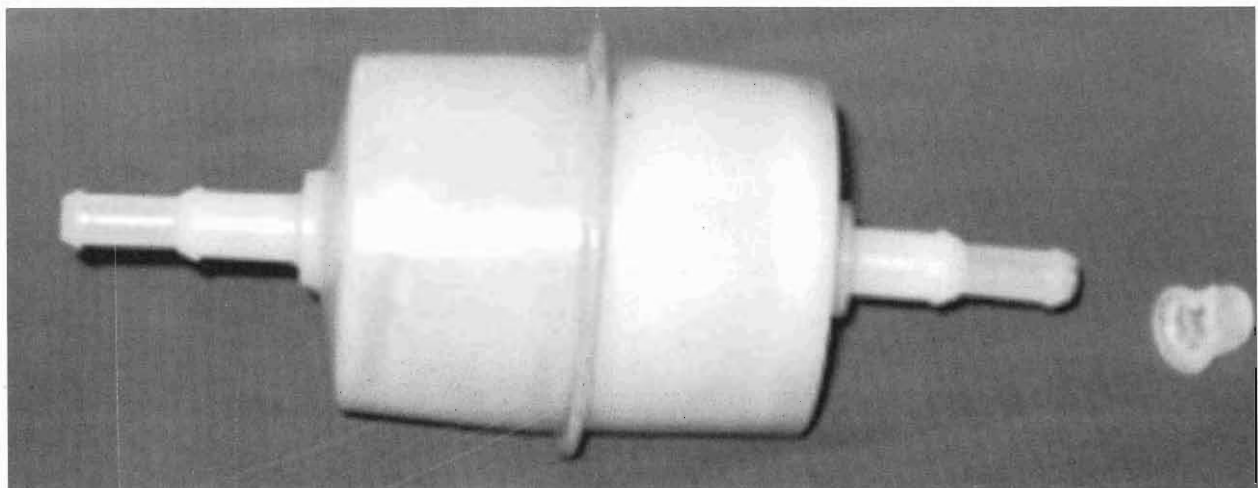
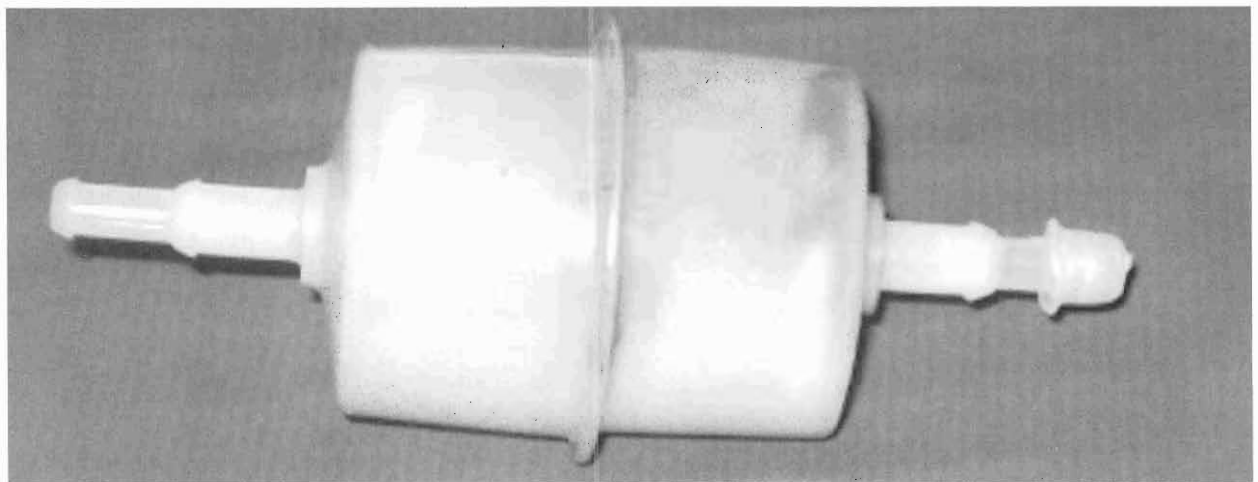
Having decided the problem was petrol related, because no fuel was reaching the in-line filter, I began by removing the pipe

from the inlet side of the filter and giving a good suck, unleaded definitely does not taste as good as super (although it's a little better than some wines I have tasted here!) Next I removed the pipe from the inlet side of the pump and again gave a good suck hoping to get petrol to the filter at least, nothing, not even any air. When I removed this short section of pipe and poked through it with a screwdriver out came the "Cap" in the photos, you can see it is a snug fit on the end of the filter and it is only open at one end. Now, if it was left on and worked it's way into the pipe, why? and why did the car run at all? Was there just enough space to let petrol through and then did it close up resulting in a total blockage. I am sure someone can shed some light on this, and no, it is definitely not a wind up.

THE CAP

Further to the above I have just visited our local Traction experts garage to have a brake pipe replaced and I showed him the cap I retrieved from the petrol line. He said straight away it was a cap from an inline filter and showed me a new one which had a cap on each end. He, his brother who works with him, and two other Tractionists visiting the garage were all amazed that anyone would forget to remove the caps, and they were at a loss to explain how the car ran at all.

Trust me to come across such an obscure problem, it caused me no end of searching for the cause of the somewhat erratic running, still c'est la vie.



Spanners, Nuts and Bolts

A short history lesson on the bewildering and arcane world of nut and bolt sizes and standards from Robin Dyke of Warborough, Oxfordshire.

Almost every nut and bolt in a TrACTION is "metric". There are exceptions, most notably those used in the electrics on Slough built cars, but strangely enough these BA threads have a metric pitch. It might be useful to consider the origins of some of the thread standards in use throughout the world.

BRITISH STANDARD WHITWORTH (BSF)

The British Standard Whitworth series of threads dates from 1841. They were used not only in England but also most continental countries, particularly Germany. There are two series, Fine & Pipe. The threads have a 55° flank angle, and the pitch is measured in threads per inch (TPI). The spanners are labelled by the gauge or thread size (the outside diameter of the thread in inches and fractions). The

spanner size for Fine and Pipe was different, but in fact the series were just one size out of step with each other. Most spanners are labelled BSF or BSW.

UNIFIED NATIONAL (AF)

Originally the series was known as Sellers Threads and dates from 1864. Later it was called American National Fine (ANF) and American National Course (ANC). Nowadays the two main series are called Unified National Fine (UNF) and Unified National Course (UNC). The threads have a 60° flank angle, and the pitch is measured in threads per inch (TPI). The spanner size is the nominal hexagon size of the nut across the flats (AF) in inches and fractions, and not the size of the thread.

INTERNATIONAL STANDARDS ORGANISATION (METRIC)

This series dates from 1897/8 in the early days of Systeme Internationale (SI) and is now known as ISO (metric) Fine and ISO

(metric) Course. The threads have a 60° flank angle, and the pitch is measured in millimetres (mm), not threads per inch (TPI). The spanner size is the nominal hexagon size of the nut across the flats (AF) in millimetres (mm), and not the size of the thread. Nuts and bolts are sized by their gauge or outside diameter, and so an M5 thread is 5mm in diameter. The original metric nut and bolt head sizes on Tractions are not the same as those you would buy today. This is not a problem, it's just that your spanner size may be one size out.

BRITISH ASSOCIATION (BA)

The threads have a 47° flank angle, and the pitch is measured in millimetres (mm), not threads per inch (TPI). The spanners are labelled 2BA, 4A, 6BA, etc., normally even, although all numbers are used from 0 to 10.

Puzzle Corner

Rik Blote's puzzle has resulted in a response from David Boyd of Redditch. Following David's explanation is the revelation from Rik. I'm afraid that there is no puzzle this month so if you have one, solved or unsolved, please send it in and halve your troubles by sharing them!

David Boyd's Suggestions

Rik's problem seems to me to be carburettor or fuel related as tick-over is worse when hot. This could be:

- The carburettor is under-jetted; i.e. the wrong bleed jet or even main jet. (Try 140 in place of 130 or 135)
- Are the exhaust and inlet manifold faces in line? These can distort as the engine warms up.
- Back-firing suggest weak mixture. Check the inlet manifold bolts that hold on the air filter. These bolts sometimes go right through the casting into the induction area which can allow air intake.
- Are the carburettor flanges OK and not distorted as often happens when pulled down too tight?
- Is the exhaust manifold drain pipe clear or is the hole too big? It should be the size of a pin head or less.
- Check the condenser for an intermittent failure. Otherwise it sounds like something silly!

Rik's Explanation

The cause turned out to be due to worn valve guides.

This, in turn, caused occasional poor seating of the exhaust valves allowing some exhaust gas to be sucked back into the cylinders but only when there was low manifold pressure; i.e. with the throttle closed or nearly closed.

The tiny bit of occasional exhaust gas then weakened the mixture in the cylinder to the point where it would not ignite, thus causing the "missing". The unburnt mixture then went into the exhaust thereby giving high CO readings and occasionally igniting on overrun to cause backfiring.

There may be experienced engineers out there who might consider this puzzle to be obvious, but to me it was very obscure. Until now I had always associated worn valve guides with burnt valves, poor and uneven compressions, increased oil consumption, the typical puff of blue smoke on starting or on re-opening the throttle after a descent or ticking over at the traffic lights. I have now learnt that these "typical" symptoms do not necessarily apply to Tractions, which only goes to show they aren't typical cars!

off the mark by Mark Parisi
 www.offthemark.com



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"

So I went to the dentist
 He said "Say Aaaaaah"
 I said "Why?"
 He said "My dog's died"

"So I got home and the phone was ringing. I picked it up and said 'Who's speaking please?' And a voice said 'You are'".






Apparently, 1 in 5 people in the world are Chinese. And there are 5 in my family, so it must be one of them. It's either my mum or dad, Or my older brother Colin, or my younger brother Ho-Cha-Chu. But I think it's Colin.

Now most dentist's chairs go up and down, don't they? The one I was in went back and forwards. I thought 'That's unusual'. And the dentist said to me Mr. Vine, get out of the filing cabinet'

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

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To France for a Traction

By Mike Tebbett

Some years ago I wrote a couple of articles about my ownership of a 1950 Normale which included a French touring holiday. I really liked this car and was very sad to part with it when I was offered, by a very nice man in France, a 1927 six-cylinder K type Donnet. What is that, I hear you all ask, well, it is a rather rare product of the Donnet factory in Nanterre, the luxury model of the Donnet range at that time and my car is one of only three still known to exist. I am well into this car's restoration, which has included the manufacture of a suitable body and I hope it will be on the road later this year. Incidentally, the K Type Donnet was designed by Maurice Sainturat, who of course was to become one of the Citroën design team and who designed the Traction engine. My 1950 Normale went to live in London and its new owner, a lovely man, was sadly "taken for a ride" by a rather disreputable person masquerading as a Traction enthusiast and restorer. The laws of libel probably prevent me saying much more...

I did miss my Traction though, and I determined that I would try to get another one some day, but this time perhaps a pre-war version. I was seduced by the seiges tubulaire, and the roues pilote! All Tractions are nice, but the pre-war versions seem to have a certain something and a pre-war car is also eligible for VSCC events, this being a left over from the fact that several of the original committee of the Club in the mid-1930's were all great enthusiasts for the marque. So, over the years I answered various adverts, made enquiries, and generally tried to find out as much as

possible about the pre-war cars. After some deliberation I decided that a 1939 "perfo" would be ideal, perhaps a Normale again, although these seemed quite rare.

I have taken the French weekly *La Vie De L'Auto* for some years now, on the pretext that it is good for my French! A years subscription is well recommended if only for the small advertisements which are all very tempting for anyone with an interest in old French motor cars, particularly the rarer and more bizarre! Anyway, in the issue of the 23 January, there appeared an intriguing advertisement for a "1939 7C 11C" - so what did this mean, that there were two cars? There was no address, only a telephone number, but the Department was stated as Seine-Maritime, which is that part of France close to the channel ports. So, I rang the number and spoke to a friendly chap who managed to understand my appalling French and it seemed that it was one car, but that it was a 7C. This rather put me off as the smaller engined car did not really appeal to me - but why the reference to 11C in the advertisement? - my French did not permit me to make sense of what the man told me. I did establish though that the vendor lived in Rouen, which is of course only a few miles from Le Havre, which would make a visit to see the car at least not too expensive. Rouen is also not that far from a very good French pal of mine who teaches English in Neufchâtel. On hearing of my interest my pal insisted on dashing down to see the car for me, and he ran off a roll of film which he then sent over. On investigation of the photographs, the 7C part was confirmed by a close up of the Chassis number, and the 11C part by a view of the engine which clearly displayed the number 11 on the

cylinder head. A further telephone call, after enlisting the aid of my colleague who teaches French in my school, elicited the information that the vendor was a M. Bichot and that he had an e-mail address, so communication then became a lot easier. I then established that the car had originally been a 7 "Eco", but that at some stage the 11 engine had been fitted, probably many years ago. It also seemed that the odometer reading of just over 97,000 kilometres was correct and that the M. Bichot was only the third owner! He had also had some French people over to see the car, but they had offered a very low figure that he had turned down. Is it my impression that the French actually do not value the pre-war cars as highly as the post-war?

So, decision made and I arranged insurance on the car using its chassis number. I booked a ticket to cross over as a foot passenger and return with the car - this seemed to throw the Computer booking system at P & O, and it took a telephone call to Customer Services to negotiate a far more sensible rate. M. Bichot kindly offered to pick me up at Le Havre. The problems came when the three hour rail journey down to Portsmouth turned into a six hour one due to the wondrous third world train service we now seem to experience in this country - I should have known better I suppose. This of course meant that I had missed the overnight Ferry and I had to stay in a Hotel that night. I had to telephone M. Bichot to make sure he could pick me up off the morning ferry, which he kindly said would not be a problem. Anyway, we docked an hour late, so it seemed everything had gone wrong up until then. Anyway, M. and Mdm. Bichot were there to meet me and turned out to be very kind



and courteous - why is it that all the French people I meet are lovely! We drove into Rouen and Madame, who is learning English, was pleased to have someone to practice on! I in turn was pleased to practice my dreadful French, so we got on very well. They offered to put me up that night and on arrival at their house we had refreshments whilst M. Bichot showed me all the documentation that came with the car, including manuals and receipts for the large amount of work that had been done over the years. I was then able to go and look at the car, so what did I see? Well, this is a very smart car indeed, in very sound and tidy condition, with a good sound set of Piottes (uncracked!) painted the proper shade of orangey-yellow, and the original chrome headlamps. The rest of the car was very impressive, original interior trim in quite good order and really good paintwork (and the trusty magnet showed there was metal underneath!). The car has some original and nice Robri accessories, including large rear wing spats, an exhaust trim, and a lovely little art-deco casting that fits over the starting handle orifice on the radiator grille. The 11 CV engine was confirmed as soon as we went for a drive, it drives very well, lots of power, and with the engine and transmission quiet and excellent brakes. I found some localised corrosion in the sills, but was able to negotiate a price difference on the basis of this.

So, M. Bichot and I agreed a price, and M. and Madame insisted on taking me out for a meal! So, off into Rouen and to their favourite Restaurant for a wonderful meal, and for which they absolutely refused any thought of financial contribution from me. After a good nights (Calvados assisted) sleep, I came down to petit-dejeuner to find M. Bichot missing, he had gone out for a last drive in the Traction! Whilst he was out he filled the tank to the brim for me, and on opening the boot I found he had carefully packed six of his best bottles from his own cellar - like I said a lovely man!

So, we parted the best of friends and I fully intend keeping in touch with M. Bichot and his wife, hopefully calling in on them this summer on my planned French touring holiday in the Traction.

The car drove back to Le Havre extremely well. I did find that the engine was rather smelly with oil fumes, but this seemed to disappear the more miles I did. On closer

inspection, the car seems to have had little use and I think that perhaps the piston rings may have been rather gummed up. It was one of those bright, sunny warm February days, and I chose a route via some lovely small back roads I know, rather than simply blasting down the main roads. A really enjoyable days drive, stopping of course at a Supermarket to stock up on the duty free, and buy the makings of a picnic. I also called in at my pals house to leave some videos and books that he wanted, although he had disappeared off to the south for some sun with his wife. Then onto the ferry, and after insisting on a cabin change, the first one seemed to be over the ships' engines and rather NOISY, we docked to a rather dark, misty and gloomy England. The drive home was uneventful, but the car was singing along, and I even saw an indicated 120 kph at one point.

The more I look around and over the car the more pleased I am with it. It needs a couple of jobs doing, principally attention to the minor corrosion in the sill, but it is a remarkably original example. On checking through Le Grande Livre, by Olivier de Serres, I see that the 7 Eco had a high ratio crown wheel and pinion. I am going to check if my car still has this, but I feel sure it must have, which explains its relaxed high-speed cruising ability. It is really good to be Traction motoring again and the next step will be to get an English MOT and sort out an English registration for the car - mind I am not in too much of a hurry to do this! In the meantime I need to rationalise the garage space - so is anyone interested in my other Donnet? It is a 1928 G2, 1100cc, with a two seater pointed tail body, all fully restored and reliable - used for two French touring holidays in the last two years!

 See classifieds for details. Ed.



tocsection scene

Lakes & Border section

May 23 - 26th. 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).

Peak section

In April we visited the Yew Tree pub near Ashbourne - in total we had 5 Tractions, a lovely 1936 Austin 7 Ruby and a modern Renault!! The pub is fascinating as it is full of old pianolas, Grandfather clocks and other interesting antiques. We enjoyed it so much we all agreed to go back again soon.

June 1st - the High Peak Historic Vehicle Club run - this is a super event as such a wide variety of classic cars and bikes take part. If you want to participate then let me know as soon as possible. Or just come along at lunchtime to see all the cars displayed in the pub car parks.

August 3rd - I have arranged a visit to the National Tram Village at Crich - come along and ride on the Trams and picnic in the grounds with us. The Cars will be displayed in the Main Street and the pub "The Red Lion" which was originally in Stoke on Trent is now open and is worth seeing as it has been rebuilt brick by brick.

Want to know more about any of these meetings?? then please call me - Bev Oates, 01629 582154

Surrey, Hampshire Sussex Borders section

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

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 further information phone John or Helen on 020 8330 7216.

West of England section

2003 seems to have got off to a rather slow start. Following the excellent meeting at the Tunnel House when this year's programme was hatched, a faithful few gathered at the George Inn at Bathampton. This was the first of the informal meetings to be held every other month at this central location adjacent to the Kennet and Avon Canal. We may review the choice of venue for next year.

The following month was scheduled for the East Somerset Railway, near Shepton Mallet - a second attempt at this particular tourist attraction. However, Tractions and railways do not seem to mix because Lynda and I had a rather lonely meal in the Strode Arms before heading back home to watch the Grand Prix on television! Admittedly the weather was pretty poor and this probably convinced most members that it was all too much effort on a chilly, wet day in early March.

Never mind - we are not down-hearted! The May meeting should attract more interest because Mike Tennant has organised a visit to a coal mine in the Forest of Dean. No need for hard hats, lamps, overalls and crawling because it is a walk-in tour in relatively civilised conditions. Lunch will be in a nearby pub and afterwards, those who wish can take the short drive to see the mine. Let's have a good turn-out on what promises to be a fascinating visit in the glorious surroundings of the forest on what we trust will be a fine day.

June will be back at the George, Bathampton for those who wish to meet, but many will no doubt be preparing for the rally in Scotland. There will be no regional meeting in July due to the Brittany Tour.

PROGRAMME FOR 2003

June 8th - The George, Bathampton. (Annual Rally, Perth; 20- 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

July 12 -13th

The 40th Woodcote Steam Rally is being held on Saturday 12th and Sunday 13th July 2004. There will be steam engines, tractors, all sorts of old cars and motor cycles. This year they are parading the 1940-70 cars on the Saturday. The venue is just off the A4074 at Woodcote, between Reading (Caversham) and Wallingford (Crowmarsh). Please contact me if you are coming so that I can arrange booking forms to be sent to you.

Further details from Robin Dyke Tel: 01865 858555

Email: robindyke@btopenworld.com

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
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Mick Holmes
Tel: 0870 012 2002
From abroad: 0044 115 911 0960

TOC CLUB SHOP

Keith Feazey
21 Paris Avenue, Westlands, Newcastle-under-Lyme,
Staffordshire ST5 2RQ
Tel: 01782 618497

SALES, MAINTENANCE AND RESTORATION

Classic Restorations, John Gillard
First Floor, 636 Old Kent Road, London SE15 1JE
Tel/Fax 0207 358 9969

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

SALES & MAINTENANCE

Imperial Cars, Steve Southgate
Oxford Street, Bilston, WV14 8AA
Tel 01902 495758

STAINLESS STEEL BUMPERS

Jonathan Howard
Tel: 01608 643065 Fax: 01608 642973

RUBBER COMPONENTS

Mike Tennant
49 Hollywell Road, Mitcheldean, Gloucestershire GL17 0DL

TRANSMISSION

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

INTERIORS

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

INSURANCE

Heritage
Tel: 0121 246 6060

WWW

Club website: www.traction-owners.co.uk

Club chat: inside_trac@egroups.com

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

toc correspondence

THE CREAM MACHINE

This is the latest on the Roadster. I spent three days in the workshops of Traction Renaissance getting in the way of the team whilst they took the Roadster apart. It became clear that the whole body had been made in Hanoi, by hand, with the shape being beaten to match an original, as far as possible. The doors are all unique as are the internal body fittings. Chrome and plastic could not have been readily available in Hanoi so stainless steel was used for trims, hub caps, engine oil filter and for the bumpers; each piece has been beaten into shape. The hood and cover are very good, even though they are again not standard, and will be cleaned and fitted with a new rear window. The electrics seem in good order having been converted to 12 volt.

Now that the car is down to bare metal it will be sand blasted before assembly takes place. The gearbox and engine will be taken from an ID as will the clutch. All other parts such as suspension units will be replaced or reused as decided at the time. As the aim will be to provide a vehicle capable of taking place in long distance motor rallies, a high degree of reliability will be aimed for. To provide space for fuel, tools and tyres the dickey seat will be removed.

Alan Crisp, Hampshire



LIGHTING DOWN UNDER

I am writing to you as I seem to have a problem in obtaining parts for a Traction 1950 Slough built, which Mark (my son) and I have rebuilt.

The motor was rebuilt with (EJ) Holden (GM) pistons with Mitsubishi valve guides. Water pump rebuilt with ceramic seals, Drive shafts converted to CV operation with Nissan CV joints mated to specially turned stub axles and we are both pleased with the result. However, the 8" headlights, (approx) are a bit poor for night work and commonly here they are replaced by sealed beams using a Lucas conversion kit no.553435 conversion kit (light type) MBD 140 held by W clips 5 for each lamp part no.553356. These are unavailable in Australia and if you or any of your members know of the whereabouts of a set we would be glad to purchase them. If you know of any other good conversion we would be very pleased to know of it.

Frank & Mark Case, P.O. Box 255, Cooroy, Q 4563, Australia

CLASSIC WEBSITE

To British Classic Car Enthusiasts everywhere

This email is to let you know about an exciting new website www.spares-link.co.uk designed to assist the British Classic Car movement. It offers the following facilities for individuals, clubs and traders:

- List Spares that you have for sale
- List Spares that you are seeking
- List Cars for Sale
- Receive weekly email notice of new adverts that might interest you

These listings are for purely for establishing contact between enthusiasts. We do not buy or sell.

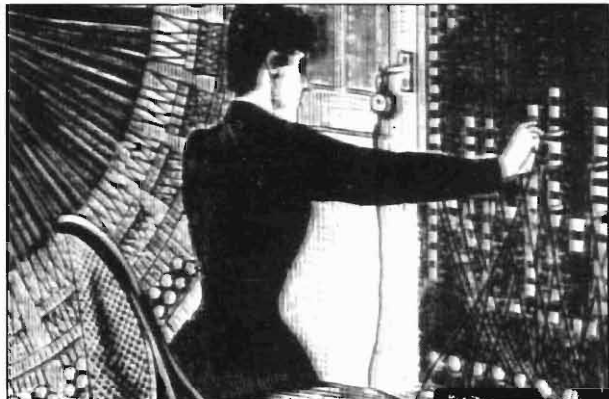
At the moment all listings are free for individual enthusiasts. Club listings and browse access to all areas will always be free.

As this site is new there is a need to build up a momentum. We have to start somewhere! We are therefore asking that you contribute now to the site. Without initial support from clubs and keen enthusiasts it will not take off. So, please:

- Visit the site, browse around and see its potential.
- Join as an individual member (free for at least one year). Then add all those spares that you have hanging around and always meant to pass on to a good home. If your list is longer than 10 items then email it to sparesmaster@spares-link.co.uk or Fax to 020 8693 6408 and we will add them for you.
- Add any spares that you are looking for to make your Classic complete.
- Add any cars (working or not) that you need to dispose of.

A unique feature of this site is the (opt-in) weekly email notice of new adverts which might meet your interests. Your help to establish this site as a resource to the Classic Car Movement is imperative. We hope you can respond.

The Spares-Link Team, Email: theteam@spares-link.co.uk



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from abroad

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Embroidered TOC Badge for Overall etc.	£5.00
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TOC W/S Sticker Silver/Blue, Taxdisc Holder	£1.00
Mugs with Traction Decoration	£1.50
Ball Pens TOC Motif	£0.60
Poster lies: 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, L)	£5.00
Tee Shirt TOC Print (L, XL)	£7.00

MODEL

Autosculpt: Traction (pewter like finish) £4.50

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

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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



1936 7C TRACTION. Paris built. Full history from first French owner. Fully restored in early 1980. 1911cc engine. Pilotte wheels. Excellent condition. **£12,500.** Call Derek Swan on 01268 710478 Essex.

1952 Traction Avant, Onze Legere, early Big Boot model imported from Southern France in 1989. Excellent rust free bodywork, comprehensive engine rebuild by Johnathan Howard. Fully restored interior with recovered seats and door panels, new carpets and headlining. Head lamp reflectors resilvered last year and new front shocks and carburettor fitted recently. MOT - September 2003. This is a very sound, genuine and well maintained car. Also available with or without car many spares including engine, two gearboxes, complete front cradle and many other items. Owned by myself for six years and for sale now due to impending house move and lack of space. Further details from and offers to Dafydd Evans - 01745 720767 (North Wales).

Light Fifteen Slough Built 1956. Big Boot, towbar. MOT until August 2003. **£3,000.** Terry Jeffares, Craighead Cottage, Fife Ness, Crail, Fife. Phone and fax 01333 450898.

Citroën Light 15 black/burgundy interior small boot. 1947 RHD Slough built, taxed & MOT. £13,000+ spent over 10 years, including retrim. Not being used and needs a new home. Offers @ **£7,000.** P A Lambert 07971 890235.

Donnet G2 1928, an unusual French light car, UK from new with a very interesting history, 1100cc, 4 speed gearbox, light 2 seater boat tail body and V screen, sort of sporting in appearance, full rebuilt with proven reliability including two French holidays, some spares. Acquisition of a Traction forces sale! **£7,500,** but will haggle. Mike Tebbett 01684 563315.



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).

Citroen 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 Citroen 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. Repair manual for the Citroën 12 & 15. The manual is in two parts - one part illustrations and the other descriptions of procedure. The whole is bound in a red cover in the form of two books. **£30** plus postage. DH Allan, Brighton 01273 673481.

Garage clearance - Loads of spares, many going FREE! to a good home - space needed. Callers welcome. David Boyd Tel: 01527 894599

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.

WANTED

Wanted - back issues of *Floating power*. Volume 8 issues 5 & 6, Volume 9 issue 1, Volume 12 issue 6. Tel: 01865 858555, email: robindyke@btopenworld.com

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

Difficult starting after standing or when hot? Our simple addition to the fuel system overcomes these problems and saves bonnet up pump priming in the rain! easy to fit and many satisfied customers. Send **£15** (includes P&P) to: David Boyd, 'Tanglewood', 114 The Ridgeway, Astwood Bank, Redditch, Worcs, B96 6NA. Tel: 01527 894599

FOR SALE - Traction Models. Dinky 1952 black 15CV Big Foot 1/43 mint with box, beautiful model **£15.** Matchbox Citroen 15 Big Foot black mint 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). 4/6

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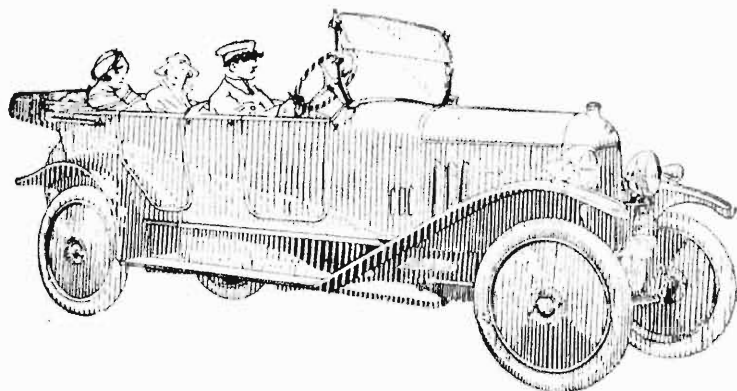
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