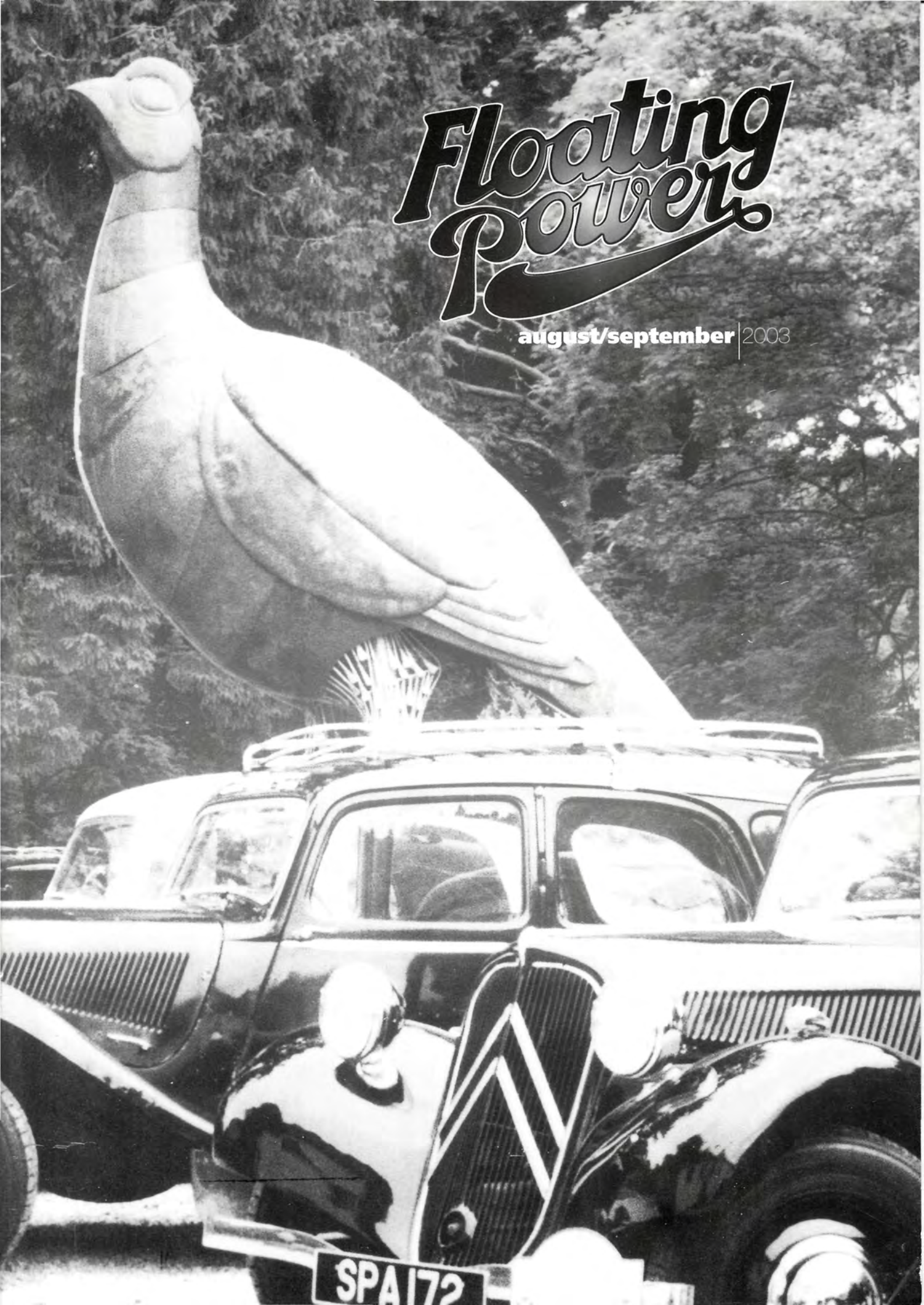


Floating Power

august/september 2003



toccontact



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Chairman

Paul De Felice
2 Oxford Gardens
Winchmore Hill
London
N21 2AP
020 8360 6837
pauldefelice@btinternet.com

Treasurer

& General Secretary

Tony Malyon
58 St Augustine Road
Griffithstown, Pontypod
Gwent, NP4 5EZ
tonymalyon@yahoo.co.uk

Membership Secretary

Peter Riggs
3 Richmond Close
Rushden
Northants
NN10 0NT
01933 357979

Social Secretary

Tony Latchford
22 Inchbonnie Road
South Woodham Ferrers
Essex CM3 5FG
01245 328009

Standing Committee

Roger Dyer
John Gillard
Colin Gosling
Tony Hodgekiss
Mick Holmes
Bev Oates
John Oates
Bernie Shaw
Steve Southgate

Club Spares

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

Club Shop

Keith Feazey
21 Paris Avenue
Westlands
Newcastle-under-Lyme
Staffordshire ST5 2FQ
01782 618497

Administration & Committee Archive

Lynda Osborne, Whimbrel
Cottage, Wells Road,
Westbury-Sub-Mendip,
Wells, Somerset, BA5 1EX
01749 870501

Technical & Club History Archive

Frank Grant, Dun
Donnachaigh, Crathie,
Ballater, Aberdeenshire,
AB35 5UL,
013397 42272

Honorary Life Members

Fred Annells
David Shepherd

Club Website

www.traction-owners.co.uk

scotland

Kenny Cocker
Hillfoot Cottage
Collace
Perth
PH2 6JB
Tel: 01821 650 436
email: ken@hillfoot.fsnet.co.uk



lakes & border

Bob Cuppage
Branthwaite House
Caldbeck
Wigton
Carlisle
CA7 8HB
Tel: 01697 478301



ireland

Norman Moore
69 Killane Road
Limavady
Co Londonderry
Northern Ireland
BT49 0DT
Tel: 028 7776 3755



northern

Stan Platts
1a Moorlands Road
Birkenshaw
Bradford
BD11 2BH
Tel: 01274 683848



peak

Bev & John Oates
55 The Knoll
Tansley, Matlock
Derbyshire, DE4 5FP
Tel: 01629 582154



welsh borders

New Area Representative required.
To volunteer please call
Paul De Felice on 020 8360 6837



south midlands

Robin Dyke
18 Henfield View, Warborough
Oxon, OX10 7DB
Tel: 01865 858555
Fax: 01865 858071
Email: robindyke@btopenworld.com



west

John Ogborne
Whimbrel Cottage
Wells Road
Westbury-Sub-Mendip
Wells, Somerset
BA5 1EX
Tel: 01749 870501
email: jogborne@onetel.net.uk



mid-shires

Helen Brixton
Bakehouse Cottage
16 Church Street, Oadby
Leicestershire, LE2 5DB
Tel: 0116 272 0116
email: mid-shires_toc@upaloft.co.uk



eastern

Tony Latchford
2 Inchbonnie Road
South Woodham Ferrers
Essex, CM3 5FG
Tel: 01245 328009



london

Peter Simper
215 Whitton Road
Twickenham TW2 7QZ
Tel: 020 8891 1093



south west

Trevor Dyer
Malston Cottage
Sherford
Kingsbridge
Devon TQ7 2BB
Tel: 0154 853 1833
email: trevdyer@malstonco.fsnet.co.uk



hants, surrey & sussex borders

Steve Reed
No1 Terwick Cottage
Rogate, Nr Petersfield
Hants, GU31 5EG
Tel: 07860 719098, 01730 821792
Fax: 01730 821115



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Editorial

Bird droppings (or birds dropping) on your car, take on a whole new meaning when you go to the Glenturret Distillery! The front cover shows what awaited members after they emerged from the tasting session at The Famous Grouse Experience on the Annual Rally at Perth. Some maybe thought that they had had one too many tasters! This stunning metal sculpture on a grand scale was at the entrance to the venue. It would certainly make an impact if it was on the moors on the Glorious 12th! A full report can be read on pages 8 to 10 by Walter Callens from Belgium together with a story of a hidden Traction in his home village and Graham Jones views the weekend from his perspective.

Toc Tech looks at the Jaeger Fuel Gauge and sender and there is also an article on Load Distribution and how to adjust it, reprinted from "Front Drive," the magazine of the Citroën Owners Club of Australia.

Happily we can report that due to the diligence of members and friends, the Traction reported stolen in the last issue has been recovered by the police after it was offered to an enthusiast who already knew that it was missing.

Well, after such a wonderful summer, the classic car season is almost over. I hope everyone has enjoyed their motoring and that any mishaps were only minor. The club will be exhibiting as usual at the International Classic Motor Show at the NEC on November 8th and 9th and you can get discounted tickets by buying in advance. See page 21 for details.

Copy date for next issue: 8th October 2003

Front Cover



After a wee dram of The Famous Grouse at lunch time, some club members sought to add a new bonnet mascot!

Editor:
Richard Hooley
'Grooms Lodge'
The Paddocks
Thorpe Satchville
Leics. LE14 2DR

Tel: 0116 262 6050 (day)

01664 840453 (eve)

Fax: 0116 262 6040

Email: richard@atl-associates.com

Chairman's Note

Aug/Sept 2003

Paul De Felice

Hello and welcome to the Autumn issue of Floating Power.

So far we have had a very eventful year with some splendid rallies together with our very successful spares open day back in July.

On the open day, it was nice to meet new members and see the satisfaction on your faces with the rare parts some of you found. Our spares collection has now taken on a new dimension, which is very pleasing and we now have a stock of secondhand parts that will last a considerable time.

Our AGM is scheduled for Sunday 2nd November and I really do hope many of you attend as this is your chance as members where you can come along, meet your committee, hear what's been going on and chat with other members. All the committee would very much like to see some new faces and hear where you, the members, feel we could improve the club and the facilities we offer for you.

The AGM is your open forum to help us help you to improve our club.

See you all soon.

Paul De Felice

New Members

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

- 1824** P.N. Orton, Church Langley, Harlow
- 1825** D. Markham, Whitby, Ellesmere Port
- 1826** L. Parker, Dunkerton, Bath
- 1827** A. McNulty, Wilmslow, Cheshire
- 1828** Mr & Mrs P & L Ruffles, Worle, Weston Super Mare
- 1829** A.Thick, Bolam, Morpeth

Anniversaries

100 Years

Flamino Bertoni - born January 1903 - Masnago, Italy - designed Traction Avant body in one night.

Georges Simenon - born 13 February 1903 - Liège, Belgium - wrote Inspector Maigret books (his superstitious aunt recorded the date as the 12th, because the 13th was a Friday).

50 Years

My Light 15 was first registered 1 August 1953 to celebrate, it took us to the Crooked Billet for lunch. Duckhams 20/50 was not on the menu!

There are 92 Tractions in the UK which are dated 1953

Robin Dyke

TOC Spares Open Day

Sunday 27th July

The weather could not have been better as 20 members, many of whom were accompanied by spouses or partners (or fathers in law) - most probably there under false pretences, having been told they were going to the coast for the day - descended on Chris Treagust's little hideaway in the deep south! One party had even used it as an excuse to have a camping holiday in the area. Whilst some had come from as far away as the West Country, the Midlands and Suffolk there was even one keen fellow who had come all the way from Oving, having apparently driven non-stop all the way that same morning.

It was good to see much of Fred's stuff laid out on the shelves in all its glory, although there were still numerous trays of assorted bargains which served to keep the majority of the chaps (and at least one chappess) amused for countless hours.

Whilst some folks only came for new parts many revelled in ferretting through the "previously owned" items from Fred and South Africa. There were occasional triumphant yells as somebody pulled out a greasy bit of rusted metal to add to a little heap of treasures awaiting valuation by the TOC's answer to Arthur Negus.

I don't think anybody left empty-handed and the phone line to Barclaycard was glowing as Chris constantly processed purchases from mid morning until well into the afternoon. Meanwhile his friend Tricia, ably assisted by Julie Reed, plied us with much appreciated teas and coffees.

The day was undoubtedly most successful and the good news is that although it generated a lot of sales it only scratched the surface of the stock. So if Chris's idea of making this a regular event (possibly even twice a year) is realised, there is still plenty more available to make it worthwhile supporting a most enjoyable social event.

Tyrone P. Lotte


Stolen Traction

In the last edition of Floating Power you read about...

A dark blue traction was stolen in July. It was en route to France but broke down on the way to Poole. Its clutch had failed and it was parked in a layby awaiting the AA. The registration number is **305 FAM**. It is a left hand drive dark blue Normale, but it is unusual in that it has an external spare wheel on the big boot.

Since then a Citroën enthusiast in Christchurch was offered such a car, same description and clutch problem. He expressed interest and said that he would go to see it. He got an address which he has passed to the Bournemouth police. At the time of going to press, we have no further details.

If you heard of this car being offered for sale or have any further information, please contact any committee member.

 Happy Ending! At press date we hear that this car has now been successfully recovered by the police. Ed

Swiss Traction Club

We would like to bring your attention to the prize-winning Swiss Traction Club Stand at a recent oldtimer festival in Fribourg, Switzerland. Not only did it sport a Traction




Commerciale with two hi-ocance wine barrels inside and a bar area to match, we also set up a 20 square metre race track with radio-controlled traction models, where young festival visitors and old tractionists alike fought a gripping battle for the fastest lap! The model tractions were very fast, infact they were Aston Martins stripped of their plastic upper body, replaced by the upper part of metal traction models. French looks and British racing engines, what more do you want! A gallery of my pictures is at <http://www.tractionavant.ch/Berichte/OTM2003C/index.html> more about the stand at: <http://www.tractionavant.ch/Berichte/OTM%202003/bericht/OTM2003.htm>



Moans and Groans

Why don't they publish contact details for companies like Depanoto and CTA in the Floating Power help file? It took me four years and a chance encounter at a rally to find out that I could order almost any part for my French car from CTA and receive it within 72 hours or less. Their catalogue alone is worth having. The main objective of the club is to assist members in keeping their cars on the road as economically as possible so why is the existence of these parts suppliers not shared with new members?

Graham Jones

 The details of Depanoto were included for two issues in 2001 but it was decided to publish only UK addresses. Any further views would be welcome. Ed.



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.

2003

**SEPTEMBER - 26TH - 29TH
NORMANDY TOUR**

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

**NOVEMBER 2ND
TRACTION OWNERS CLUB AGM**

Steventon Village Hall, Steventon, Oxon.

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

See the advertisement on page 21 to save £4.50.

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

2004

**JUNE 11TH, 12TH, & 13TH
MALO-LES-BAINS, DUNKERQUE**

70th Anniversary of the Traction Avant. Help make it 1000 Tractions at the seaside! Further info from La Traction Universalle & Club Dunkerque en Torpedo or Robin Dyke: robindyke@btopenworld.com

**AUGUST 13 -15TH *PLEASE NOTE CORRECT DATE*
ICCCR INTERLAKEN/SWITZERLAND**

The next International Citroën Car Club Rally will be held in August 2004 at Interlaken in the beautiful Eiger, M'nch and Jungfrau-Region!

Further information is available on www.icccr.org

We are looking forward to seeing you in the heart of Europe.

For a first impression on the region have a look into www.interlaketourism.ch or visit www.myswitzerland.com for more information about Switzerland.

13th ICCCR Switzerland
International Citroën Meeting, Interlaken, Aug. 13-15, 2004
www.icccr.org


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.

Tommy Cooper Corner

So I was in my car, and I was driving along, and my boss rang up and said "You've been promoted". And I swerved. And then he rang up a second time and said "You've been promoted again". And I swerved again. He rang up a third time and said "You're managing director". And I went into a tree. And a policeman came up and said "What happened to you?" And I said "I careered off the road.

Police arrested two kids yesterday, one was drinking battery acid, the other was eating fireworks. They charged one and let the other one off.

"You know somebody actually complimented me on my driving today. They left a little note on the windscreen, it said 'Parking Fine'. So that was nice".

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



Glamour-goes to Glamis

Tractions in Tartan

*By our Belgian visitor
Walter Callens*

20-21-22 June 2003 in Perth

It's February. I have to make a decision so I can make the necessary arrangements: participate at the "20th anniversary of BOCC"-weekend or travel to Perth for the TOC Annual rally "Tractions in Tartan", both on the same weekend in June...

Because I am partial to the UK, and particularly Scotland, it makes my choice easier. I choose for the crossing with the Superfast ferry and the Grampian Mountains, which I already know.

Daniël De Spiegelaere, who keeps my Traction 7B in good health, will accompany me.

Thursday 19th June

After some delay, due to the traffic jam between Antwerp en Ostend/Bredene, I still can pick up Daniël in good time.

After a small trip of around 15 kilometres with the Traction, we arrive at 4.30 pm at the Superfastferries, Zeebrugge. After checking in, we embark pretty soon, and the ferry is not very crowded. I can't understand why, 4 months ago with the reservation, I couldn't get a cabin and at the information-desk we manage to get a

cabin without any problem, but at a higher price than we would have paid by reservation! Also the quality of the dinner and breakfast is not what it used to be.

Friday 20th June

The crossing takes 17 hours on a stormy sea, but we arrive safely at Rosyth at 11am.

At ease, we drive smoothly towards Perth and we arrive at 2 pm at the airport of Scone.

We were not the first ones and one by one more Tractions came in.

Most of the participants recognize me from the rally in Oxford last year, they are surprised to see me here. Many of them

ask where the other Belgians are.

In Scotland it's about 10 °C colder than in Belgium, but it's sunny and dry.

Kenny has his hands full with the reception of the participants, giving them all the documents and instructions.

I'm sure a similar lodge would be hard to find for this purpose : all the rooms are located in barrack blocks (as in war-movies) where the (army) pilots sleep, and just in front is the car-park, and some 20 metres further the camping. All Tractions and participants together on an area not much bigger than a football field !



Kenny's Dream

Once upon a time Kenny had a dream. He dreamed of dozens of Tractions driving through the City of Perth. A great convoy, stretching as far as the eye could see, passing his home in the nearby village of Collace. The local papers carrying reports and pictures on their front pages. But these were not cars belonging to his chums in the Scottish Section: they had come from all over the UK and beyond. He had second dream, or was it more of a nightmare? He heard himself telling the Club Chairman that he would organise an annual rally, that he would invite members from far and wide, but secretly he wondered, would anyone turn up? He and the lovely Julie had travelled to the Oxford rally last year where over 50 cars assembled, but that was 'down south', would there be the same level of enthusiasm for a foray north of the border?

Then, one weekend in June 2003, Kenny's dream came true. They came from Ireland, from Wales, from Surrey and Somerset, from Wiltshire and the West Midlands, from Essex, three cars from Norway, and yes, cars from Scotland too. In total 114 TOC members and friends were there, demonstrating once again that when given a challenge, they will rise to it.

Fortunately Perth Airport, the base for the rally, has not yet acquired 'International' status. In fact it barely seems to have achieved 'airport' status either, so the weekend's events were not disrupted by aircraft noise. A self-contained venue, it provided an almost ideal location with camping right next to the 'Skyldodge' hotel and the hall for the Saturday evening ceilidh only 100m away. (Note for Slough owners, that's meters not miles)

A familiar format with Friday afternoon reception followed by an evening barbecue on the camping field gave members an opportunity to make new friends and 'catch up' with old ones. This year however the bed and breakfast brigade were able to stay up late being only a short 'stagger' from their hotel rooms.

Saturday and a fine morning to enjoy the Scottish scenery as we travelled to Crieff, there to visit the Glenturret distillery, home of the Famous Grouse scotch whisky. Readers who have not actually tasted the product may well be familiar with the very amusing series of TV adverts. Only a handful of staff are employed there in the manufacturing process, the remaining 42 looking after the visitors! An enjoyable, entertaining tour of the premises rounded off with a wee dram to determine whether any of those present had a sufficiently sophisticated palate to take over from Glenturret's chief blender. Sadly no one in our party possessed the necessary qualifications so we all retain our amateur status. Cheers!

Onward then, through Amulree and Glen Cochill to Aberfeldy for an afternoon tea stop. Here we were treated to another Scottish speciality, rain. Soft and gentle may be, but still wet. Best observed, in our experience, from inside a cafe over a plate of fresh scones, jam and cream while watching umbrellas and Tractions pass by.

Suitably refreshed we continued through Dunkeld and Birnam and arrived back at Perth to witness the final manoeuvres in a breathtaking aerobatic display by Dai Heather-Hays. Dai not only gave a superb display but was also very happy to stay and chat to members about the finer points of his Pitts Special and, of course, Tractions.

Time now to relax for an hour before facing the rigours of the Ceilidh!

No coach to catch this year, just a short stroll to Stormont Hall for drinks and a superb buffet followed by music provided by the 'Gallivanters'. The evening gave some of our hosts the opportunity to proudly display their tartan while joining in the spirited dancing and ladies: the age-old question remains unanswered!

So Sunday is 'sair heid' day is it? Personally I felt a little fragile on Saturday too after the excesses of Friday's barbecue! Driving tests first and Bernie Shaw, having been eliminated from the competition in his own car made a second entry in a borrowed car and snatched first prize from under the nose of it's owner. Robin Dyke came close to being disqualified for carrying an unauthorised passenger but claimed at a stewards enquiry that his dog, Skipper, was so well behaved he didn't realise it was in the car.

Best behaviour now as we departed through the vale of Strathmore, past fields of potatoes and strawberries, for Glamis Castle. As we approached in convoy down the impressive driveway, we were greeted by the sound of the bagpipes as a lone piper plays a lament. For the purists, it probably wasn't a lament but all bagpipe music sounds pretty lamentable to a sassenach like me.

A tour of the castle, some retail therapy in the craft shop, then time for the prizes. Not surprisingly the 'locals' did well with some beautifully prepared cars. In fact they won awards at both ends of the spectrum; Hugh Savage drove his very original car from Edinburgh to pick up the 'Traction with the least attraction' cup. A special Scottish section award for the best overseas entry went to Bernd Bowitz and Elisabeth Aronsen for their roadster and Helge and Kirsti Guldborg, also from Norway, took the award for the furthest travelled car. I'll also mention FP editor, Richard Hooley, who was awarded the Barbara Longdon cup for services to the club. He's so shy and retiring that you might not get to find out otherwise. The Dundee Courier and Perthshire Advertiser both covered the rally, with reports and photographs. Official statistics were 47 Tractions, 2 DS and a 2CV, not bad for a rally no one would bother to attend.

What can we say to Kenny, Julie and their team except to offer them our heartfelt thanks for their hard work and attention to detail, which made the weekend such an outstanding success. And to the old Scottish question 'Will ye noo come back again?' a large chorus of members will reply with a resounding YES!

...and Kenny had another dream, and in his dream a great convoy of a hundred, no five hundred, no may be a thousand Tractions came slowly down the winding road through Collace and turned into his drive, the national TV cameras were there and Kirsty Young travelled from London just to interview him.

ZZZ...ZZZ...ZZZ...

Graham Jones

In the nearby village the coming and going of the old Citroëns is a real event, all the participants visit the local butcher to buy their meat for the barbecue that evening.

One can easily recognize the participants: everyone has a badge with his name. This was certainly beneficial to a smooth mutual contact

6 pm: everyone cooks, with varied success, his own dinner: the men put the meat, sausages and fish on the glowing coals, in the tent are more than enough bowls with vegetables, pasta, rolls and sauces.

The bottles are opened, and a lot of conversation is going on, as if we have known each other already for a long time. Glasses were always full, but there was no excess.

I saw some people in kilts with red wigs, also a Traction has 2 perukes and Viking-helmets.

What do the Scotsman have in common with the Norsemen?

Some English clubmembers speak a few words of Dutch.

At 12 pm it's still light outside. At 1 am, when we go to bed, it's getting dark and already 2 hours later the sun is back.

Saturday 21st June

8 am breakfast. But this must be Scotland - funny catering, the organiser couldn't help that the restaurateur is lacking in organisation talent.

After breakfast the sun is shining, but it is not warm. Time to shoot some pictures for the local newspaper of the mayor John Lloyd, Kenny and Julie, Bernd and Elisabeth, and also me and 3 Tractions. This is the "official" opening of the weekend.

After the photo-session, Tractions leave in a convoy, through the Grampian Mountains, to GLENTURRET whisky-distillery. As always, I am glad to see people enjoy their whisky-experience. I also try it out, but I still don't like it, and I envy the other tasters. I do buy a bottle, but it will be for the visitors at home.

After this visit, we drive on lovely small roads and over the hills towards Perth.

A small village on the road, Aberfeldy, seems to appeal to the participants. Many of them take a stop and walk around, shop a bit and enjoy a (big) afternoon-tea.

EVENING PARTY

At 7pm smoked salmon and small haggis bites are served on toast with the aperitif.

The main course, as a buffet, is delicious and fresh. After desert and coffee, a Ceilidh-band makes for a pleasant atmosphere, almost everyone tries a Ceilidh-dance to those Scottish songs.

At our table, there are some Irish participants and they claim the tunes... They sing the lyrics and deliver, to everyone's delight, the proof.

Of course there is a raffle. The winner of the Traction-tyres gives his prize back to the club; they are sold to the highest bidder. Daniël wins, to his astonishment, a picnic-set: a bag with 2 champagne-glasses with the new club-logo on it.

After (again) a short night, it's Sunday 22nd June

First breakfast: because the restaurant opens his doors very late, we enjoy the Scottish rain.

In the rain and under the umbrella's, we make jokes about the restaurant owner.

One of the TOC - members says he knows a few words of Dutch.

His Dutch seems to be very extensive though, we had a whole conversation in perfect Dutch; he lived for a few years in Amsterdam in the Netherlands.

Up to the driving-test: burned rubber, oil and most of all jokes...

Through lovely Perthshire, we drive to Glamis Castle. By the main gate we arrive at a very long driveway, with a magnificent view at the castle, still far away.



Scotland's new national flag?

At the castle-doorway a bagpiper awaits us, it must be "the lone piper", just one player for so many Traction...? I dreamed about an entire Scottish brass band with lots of bagpipers!

The 50 Traction were neatly parked in 2 rows and some of them participate in the beauty-contest. Most visitors pay a visit, with guide, to the hunting-castle, with its beautiful authentic interior and its antique furniture and art-collection.

At 4 pm all the prizes are distributed.

Afterwards, everyone takes leave of each other, but also says "see you again" at the next rally in 2004. A white Traction didn't like this and tried to hide, on her own. She softly rolled backwards down the slope and stopped in a pine-tree.

There she was trapped; but back in the row, she escaped a second time, with no avail...!

Daniël and I returned to the Skylodges for our last night, because our departure to Zeebrugge was scheduled Monday 23rd June at 5 pm.

At the lodge, we were surprised to see another 20 Traction, the participants also stayed one or several days longer in the neighbourhood and some of them, the Norwegians, were going to visit the Highlands in the next few days....

We were asked to dine out together. 2 groups were formed : 1 goes to a Chinese restaurant in Scone and the other one goes to a Mexican restaurant in Perth. We join the Chinese group. We had a nice dinner and made a good choice.

Monday 23rd June

After breakfast, when driving to the ferry, we take another trip around the area.

We stop to take a picture of the landscape and the region. There I suddenly discover that a wheel-shell of the front-wheel has disappeared; the connection for the shell is broken.

A friendly farmer stops and asks about the other participants he saw that weekend.

Without many expectations, I ask him whether he maybe saw a wheel-shell ?

"Well", he says "about 4 or 5 miles back, before a white house, I saw something red"

We drive back, all the houses in this neighbourhood are white!, but, after half an hour searching, we have success - we find the wheel-shell on the driveway of a white house.

Now we can drive on with a complete car.

We continue our route and have a stop at an Antiques center.

At the Superfast ferry we meet Tim again, from Normandy, with his -by Kenny-repaired Traction.

Together we endure, with a chaotic crew, a very crowded and noisy crossing.

Tuesday 24th June

Arrival at Zeebrugge at 11 am, after a short drive to Wenduine, my 7B Isabelle is parked in the garage.

Tim, Daniël and I talk, over a cup of coffee, about this memorable rally.

To Tim, we point out the directions, by the Belgian coast, to France; wish him a safe journey home and start our usual business.

END

We really enjoyed our stay and the rally in Perthshire.

During the weekend we met agreeable people. We especially think about those from the U.K. who spoke excellent Dutch, someone who wrote a prize-winning novel, someone from Ireland who knew many Gaelic songs and also knows the French language, 3 teams from Norway, 1 participant from France and of course all the other ones....

Daniël had a marvellous time with the mechanics and the motors of the cars. He repaired a jack, helped to change a wheel, made some small repairs, gave free advice and tips to avoid breakdowns.

We have pleasure thinking about the visit to the distillery, Glamis Castle, the small villages, the antique shops and the Chinese restaurant.

The Skylodge was ideally situated, because all of us, the camping and B&B-guests stayed together for the whole weekend, among the Traction and we were very close to the breakfast, dinner and barbecue.

We also got to know Scottish summer : rather low temperatures, rain, sun and VERY short nights....

Thanks to all, who helped to make a success of this weekend, thank you TOC, and especially, thank you, Kenny and Julie for the fine organisation and warm welcome !

toc annual rally perth

PRIZE LIST 2003



That's the spirit!



Taking to the High roads and the Low roads

	WINNER	RUNNER UP
Best first time entrant	Andy Burnett 1955 Big 15 WKX 153	Frank Grant 1954 Light 15 JUH 105
Best post-war car	Andy Burnett 1955 Big 15 WKX 153	Kenny Cocker 1956 Familiale OYP 841
Best pre-war car	Tim Walker 1937 Light 12 AOW 702	Kenny Cocker 1939 Light 12 AST 496
Best car in show	Andy Burnett 1955 Big 15 WKX 153	Andy Burnett 1949 Light 15 DST 569
Master class	Derek Fisher 1949 Big 6 TSU 220	
Traction with the least attraction	Hugh Savage 1955 Normale KSK 176	
Barbara Longden Memorial Award for services to the club	Richard Hooley	
Driving Skills	Bernie Shaw 1953 6 Familiale TSJ 152	Paul De Felice 1951 Light 15 HNT 968
Best Overseas	Bernt Christian Bowitz 1939 Roadster C-8953	
Furthest driven	Helge Guldberg 1954 Légère H-1634	

the happy organiser... KENNY



tocgallery



Hardware under guard



Paul de Felice and Kenny Cocker - always good for a laugh



"How many do you think will come?"



Chairman - cool before the start



Glamis by Traction



Barrie's Tartan Traction



Pitts Special

CITROËN

toctech



volume 1

Maintenance **14**

● **ELECTRICS**

- Jaeger Fuel Gauge & Sender

● **SUSPENSION**

- Adjusting Load Distribution

● **BRAKES**

- Brake Linings Question

Jaeger Fuel Gauge and Sender

Steve Reed explains the intricacies of a small but important, and often troublesome, piece of Traction equipment

Operational Principles

Diagram 1 shows the general principle of the Moving Iron fuel gauge as employed by Jaeger, who were the principal suppliers of instruments for the French Traction.

One end of the two coils A & B is connected to a positive supply (the red terminal) and the other end of each coil is connected separately to the yellow and blue terminals. Separate cables are run from the yellow and blue terminals to the corresponding terminals on the sender unit. Inside the sender unit, a small wire wound resistor board is connected to these two terminals and connected to the float arm is a two-armed wiper. This wiper is earthed by a small spring steel wire which is connected to the body of the sender unit. As the float moves up and down in the fuel tank, the wiper, pivoting at its centre, moves along the resistor board thus changing the resistance between either of the terminals to earth.

In diagram 1, both the needle on the fuel gauge and the wiper in the sender unit are in the middle. The resistance between either of the terminals to earth, and therefore the current flowing through each, will be the same. Coils A & B are therefore balanced (the same magnetic force) and therefore the pull on the needle will be equal.

Imagine that as the fuel level decreases, the wiper moves to the right on the resistor board. As it does so, the resistance gets less in the coil B circuit and more in the coil A circuit. The current and the magnetic force thus increases in coil B and pulls the base of the needle towards it, thereby moving the pointer to the left.

You now refuel and the float moves the wiper to the left, decreasing the resistance in coil A and increasing the resistance in coil B. There is now more current and a greater magnetic force in coil A resulting in the base of the needle being pulled to the left and the pointer to the right.

Diagram 2 shows a more realistic picture of the component parts. In the Jaeger fuel gauge the coils are across each other at 90 degrees; this is simply a more efficient design that requires far less current to move the needle. The other two diagrams show the physical positioning of the resistor board in relation to the wiper and the wiper design itself showing the spring steel earthing arrangement.

Trouble Shooting

Firstly, to be able to accurately diagnose any problems, you must have a meter to read the resistance in ohms. Cheap (£20) and reasonably accurate digital ohmmeters/multi-meters are available from many DIY and motoring outlets.

In my experience, faults with the fuel gauge itself are rare and it is nearly always the sender unit. An initial check is to remove the wiring from the sender unit, except the earth connection and, with the ignition on and someone to watch the gauge, quickly touch either of the connections to earth. If the gauge moves to one side or the other, try the other connection to earth and see if the gauge moves the other way. Do this test as quickly as possible and make sure to turn off the ignition once completed.

Should there be no movement from the fuel gauge, check the earth connection to the sender unit, make sure it is clean, secure and effectively earthed and try the tests again.

Assuming that these tests indicated that the fuel gauge was working and that the needle moved from side to side the conclusion is that the sender unit is the culprit (unless the wiring itself is faulty). The only way to service/repair the gauge is to remove it from the fuel tank; **this constitutes a real danger if the correct safety procedures are not adopted!**

Firstly, disconnect the battery. Next make sure that there is no external source of ignition, fires, heaters etc., and that the area is well ventilated. Remove the three securing screws and the earth connection and gently lift the unit out of the tank. It is advisable to cover the aperture in the tank to avoid both parts and rubbish disappearing into it. Do not be tempted to stuff a rag in the hole - we are not making a petrol bomb! A weighted flat sheet of rubber is probably the best option. Once removed, take off the top cover, taking care not to damage the cork gasket, and inspect the resistor board and wiper; is there any sign of burning or overheating? The resistance wire wrapped around the board should be firm and solid and should be a dull grey. The arms of the wiper should be clean and bright and making good contact with the resistance board. Now is probably a good time to check the sender unit with a meter. Set the ohmmeter

to a 200ohm or low resistance range and connect across the two terminals; you should get a reading of between 110 - 120 ohms. A much higher reading would indicate a loose/bad connection or a broken/damaged resistor board. This reading (110 - 120 ohms) is a constant, it does not alter, irrespective of the position of the float arm. To test that the wiper is making proper contact, connect your ohmmeter between either one of the connection terminals and the body of the sender unit. As you move the float arm, the resistance between the terminal and the body should change; less as the wiper gets close to the terminal and more as it moves away.

If it does not appear to be working, or is intermittent, it will require the dismantling of the unit. Firstly, remove the two locking nuts on the terminals and remove the connection bolts, making a careful note of the position of the insulation washers and bushes, and carefully withdraw the resistor board. As previously mentioned, the resistance wire wrapped around the board should be tightly wrapped and should not readily move on the board; loose wire would generally indicate that board has been overheated, resulting in either the wire breaking or, very often, the board being slightly burnt away. If damage is not obvious, carefully, with a needle, check the windings for breakages (a magnifying glass is a good idea).

In my case, it was a little less obvious. When I tested between the terminals of the sender, there was no reading at all but, when I tested between terminals and earth, one terminal registered correctly and I had nothing on the other. Inspecting the board showed no sign of any damage or breakages. It proved in the end to be a badly soldered joint where the resistance wire connects to the end lug. Resistance wire does not solder easily and I needed to remove the end of the wire from the lug, clean both lug and wire to bright metal and re-solder.

If during the initial checks the test between the two terminals proved satisfactory, but the tests between each terminal and the body of the sender proved less than satisfactory, it would indicate that the connection between the wiper and the resistance board is inadequate. Alternatively,

it may be that the earthing of the wiper is not good enough. Should inspection prove that the wiper arms have been distorted and are not contacting the resistor board properly, experience has proved that the only successful method of reshaping the arms is to remove the resistance board first. If the arms show any sign of overheating it is unlikely that they can be repaired successfully, as they will have lost their tensile strength. If they just show signs of corrosion, gently clean them with a very fine wet & dry paper. Once clean, gently squeeze the two arms together, so that when released they are slightly closer together than the width of the resistance board. Before re-assembling, check that the wiper is effectively earthed; when connected to an ohmmeter, there should be no resistance at all (joining the two meter leads together should give the same reading). If the wiper is not effectively earthed, check the spring steel wires in the bottom of the sender that are fixed to its body and which make contact with the wiper. It is possible to remove the wiper assembly to clean it and the wires, but it is not recommended; better to just spray a little contact cleaner on them. Before refitting the resistance board gently run the back of a knife along the sides of the windings, where the wiper arms make contact. Do not be tempted to use wet & dry or a file because you will do more harm than good. Refitting without damaging the wiper can be a little tricky. The easiest method is to push it in on its side between the arms of the wiper and gently rotate it into position. Fit the insulating washers, bushes and bolts and re-test.

QUESTION:

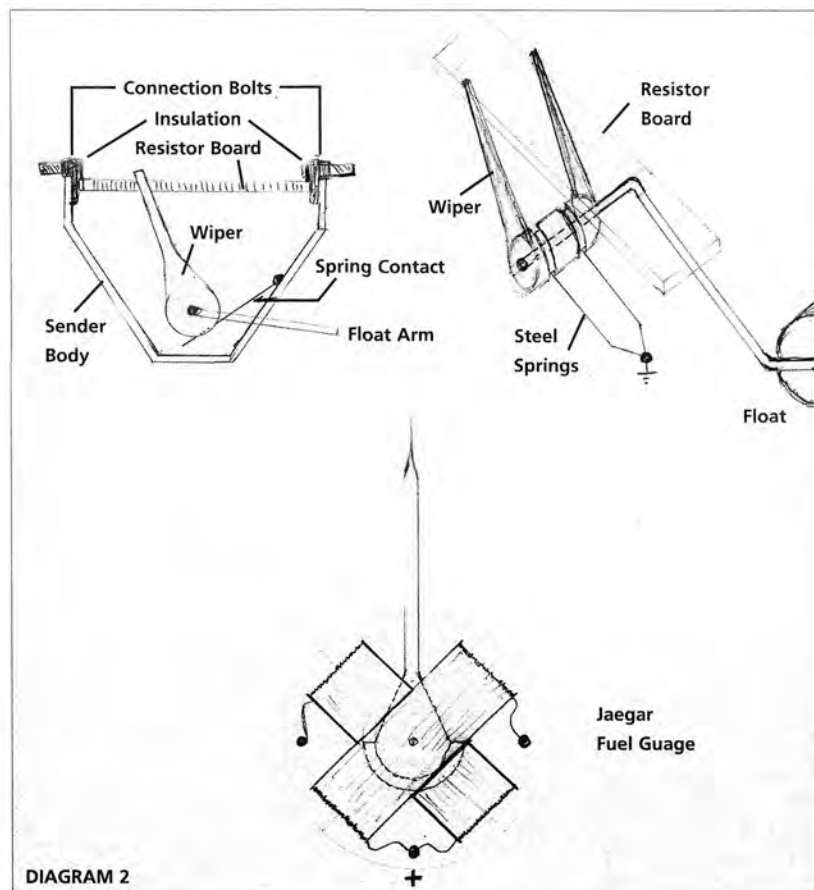
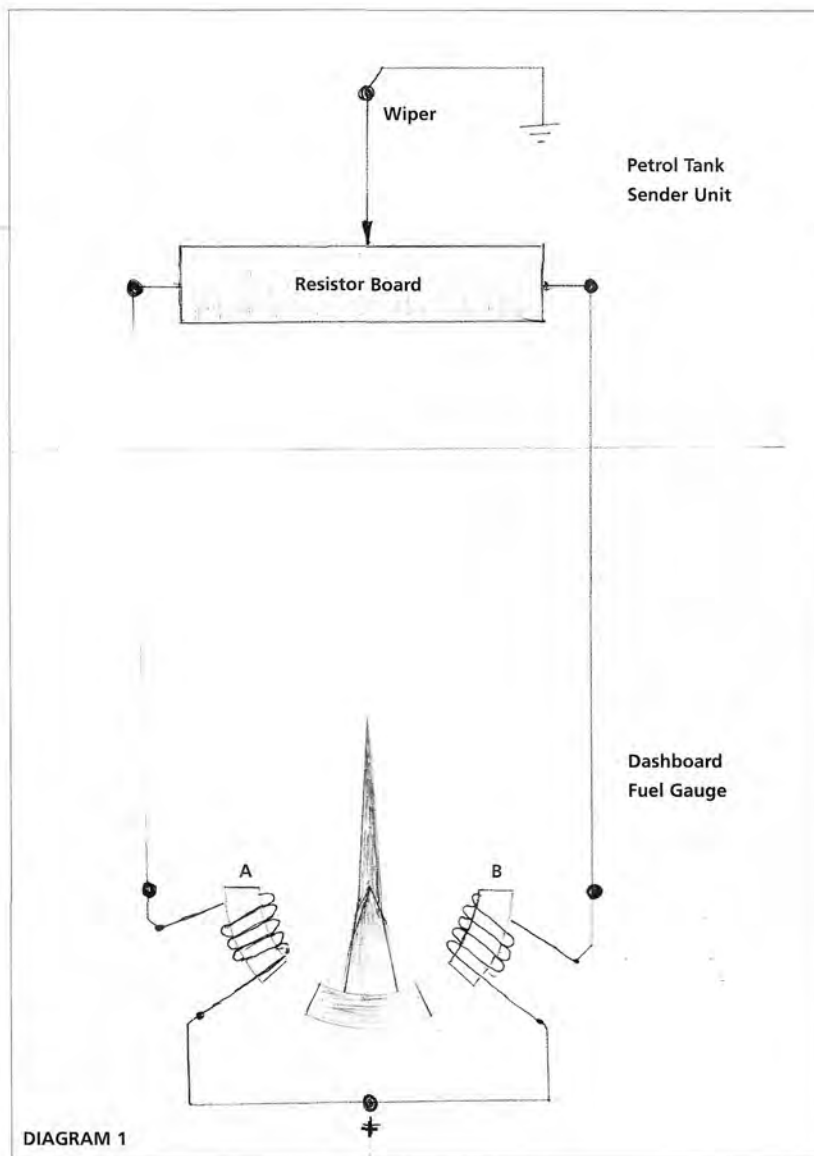
BRAKE LININGS

Tony Hodgkiss asks:

Can anyone say why the linings on the trailing brake shoes only have a half length lining fitted at the lower half (This is also shown in the workshop manual)? Presumably it gives greater 'leverage' to those shoes, but why is it better than a full length lining?

Someone out there must know, so please tell us.

The club spares now has sets of relined shoes available, as exchange items, complete with half linings. Enquire from Chris Treagust for them.



Load Distribution

by Ian McDermott

Reprinted from "Front Drive" Dec 2002/Jan 2003
Citroën Classic Owners Club of Australia

A simple way to adjust your Traction's load distribution

After fitting new silentblocs in a Traction front axle, one has to adjust the torsion bars to make sure the weight distribution of the car is correct. The workshop manual even says in block letters that this "is of great importance in the matter of road holding, braking and tyre wear." It goes on to say "load distribution is of greater importance than body heights." The difference in weight between the left and right side of each axle is to be no more than 30kg.

The technique in the manual includes using a set of scales (Special Tool No. 2310- T). But if each front wheel weighs something like 300 kg, where does one find a set of scales with this capability? When I was rebuilding my Traction, I was starting to convince myself that it was all too hard, and that setting the heights would have to do. But then I read the following tip on the CTA web site:

"We have noticed that too many Traction have a poorly adjusted weight on the wheels. When we check this up in our garage we often find differences up to 100 - 200 kg per wheel. When adjusting the correct height of the car you must also check the pressure on each wheel against the ground. If the distribution of weight is severely off then the car will rest on two wheels diagonally opposite each other. This causes unstable behaviour on the road, it won't handle as well as it should do. The effectiveness of the brakes becomes poor and the car will tend to spin more easily with one front wheel on gravel roads. The tyres will also be worn excessively. The car will be less safe to drive. An accurate weight distribution and height check can only be made by a

professional Traction garage, with the proper tools and an absolutely flat floor. Take care after a restoration or repair that the front and rear axle are checked and adjusted according to the repair manual."

Such dire warnings clearly warrant a solution better than guesswork. Eventually it dawned on me that there is a reasonably simple alternative to the method in the manual

The items required are:

- A set of bathroom scales (these usually good for up to 120 kg).
- A plank about 2.5 metres long, and having adequate cross-section to safely take the weight of one wheel of the car. (The plank I used was 240mm x 60mm Oregon).
- A piece of water pipe to act as a pivot for one end of the plank.
- A second plank to support the opposite wheel on the same axle of the car at the same height as the one being weighed.
- Various timber off-cuts, to pack everything up to level.
- A measuring tape.
- A plumb bob.

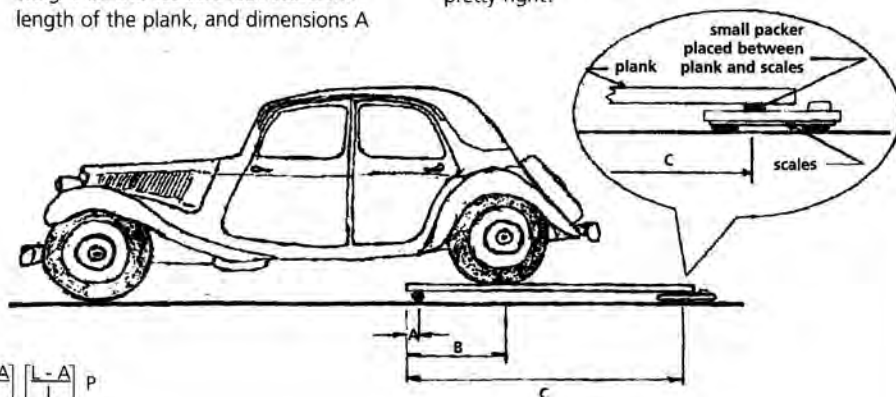
After making sure tyre pressures are even, set the heights under the hull. (Actually, heights can be touchy to measure - bounce the car a few times and it can settle slightly differently). Then set the car up on the planks as per the attached sketch. As a starting point, the wheel needs to be about 1/4 of the way between the pivot and the scales. Carefully measure the distance from the pivot point to the centre of the axle (B), using the plumb bob and the tape measure. Note the weight on the scales. Also record the length of the plank, and dimensions A

and C on the sketch. With all this information, the weight of the wheel can be calculated. (As a check, I rolled the car along the plank and took measurements at 3 places. All calculations came out within a few kg of each other).

After weighing each wheel, it turned out that my car was just over the 30kg limit on both front and back axles. So the next thing was to take the car off the planks, jack it up, adjust the torsion bars a bit, recheck the heights, and go through the weighing process again. After a couple of adjustments the weights differed by 10 kg on the front axle, and 25 kg on the back axle. The heights were still OK. I guess I should have recorded how much difference half a turn on a torsion bar adjuster makes but I didn't. Suffice to say, half a turn can mean the difference between being in tolerance or out.

Ideally, it would be best to have the pivot point and the scales at the very ends of the plank. (That would make the calculations simpler). However, as a first-off job it was easier to set them in from the ends of the plank, and to allow for the overhang in the calculations. And such allowance is necessary!

Does putting this effort into weight distribution make a noticeable difference? Other adjustments are also important, but at this stage, I can say that the car looks straight, runs straight on a flat road, doesn't do anything strange in corners, and brakes straight. Is this method accurate? It probably matters more that the method is repeatable, rather than dead accurate. But the weights on the 4 wheels added up to 1050kg, which seems pretty right!



If:

P = weight of plank

S = weight shown on scales

L = length of plank

A = distance from the end of the plank to the pivot

B = distance from the end of the centre of the axle

C = distance from the end of the plank to the point where the plank bears on the scales

Then:

$$\text{Weight of the wheel} = \left[\frac{A}{2} \right] \left[\frac{A}{L} \right] P + (C - A) S - \left[\frac{L - A}{2} \right] \left[\frac{L - A}{L} \right] P$$

B - A

Walter Callens exposé:

Secret of the Hidden Traction



Looking at the cover of Floating Power April/May 2003, I suddenly remembered a small 'adventure' we had in 2000.

We live in a small village near the Belgium coast, and there are a few Traction-lovers.

My neighbour, also my best friend, is the lucky owner of a 1955 15-six, called "Eglantine".

I am passionate about my 1934 7B "Isabelle".

But, in our village there is a third Traction. She is hidden and the owner doesn't want anyone to see her.

The Traction, and also an old Peugeot, were restored about 20 years ago and, since then, never left their parking place. The Peugeot found a home in a sheep-stable, the Traction is parked in a sort of closed "garage" and is covered with plastic sheets, near the house of the owners' mother. When we asked him whether we could have a look at the Traction, he answered: "There are enough other Tractions to watch".

My friend knew the owners' mother was gone for a few days and asked me to go with him and make a video and some pictures of the hidden cars. There was a risk, because the owner could arrive anytime.

We opened the "garage" and there she stood, once a "beautiful black light 15" with boot.

And there we stood, two boys age about 50, taking pictures and making a video, while we were feeling and acting like two small children doing something forbidden.

It was very exciting... what could we say if the owner showed up?

It was great fun to do again the naughty things we did as small boys and to have the memories afterwards by the pictures and the video we shot.

As far as I know, the cars are still in their hiding-place and it's still a secret.

I hope you dream away, seeing these pictures, and enjoy it as much as we did...



toc correspondence

FRED ANNELLS WRITES:

I am sending in some computer pictures as sent by 'Red Dellinger' from the 'States'.

These are pictures I've never seen and relate to cars that have passed through 'Red's' garage. The Vietnam Coupé as he has explained is built on a '6', as you see, the picture shows it really is a copy. The car is in America, the person who bought it wanted to get 'Red' into a deal but he's not going to have a part if it.

The Red Roadster belongs to him. He has had it for a long time. He did have thoughts of making it into a Coupé but I said that would be a mistake, it needs to be left as it is, my belief is it would destroy its patina.

Fred Annelts




At ICCCR - Thanks Mother Nature for the shade

CREAM MACHINE

Dear Sirs,

Please keep me fully informed about the Hanoi made Cream Machine. I really love to read about the amount of work Alan Crisp is putting in his what's-me-jigger, but at the same time I don't understand why he is, since he is getting rid of the dickey seat, not installing a big block Chevy engine instead of the ID he is planning. Alan may say but that will change the car to back wheel drive, but since he is planning to take part in long distance motoring rallies, the reliability of a Chevrolet engine is certainly higher than that of a Citroën ID engine. I would suggest a beefed up Porsche front end, that leaves enough room for fuel, tools and tyres. On the other hand maybe Alan can lay his hands on an Oldsmobile Toronado engine and keep the fwd. Anyhow can I suggest a new name for The Cream Machine: Howannyoy?

Wim Bloemendaal, Bussum, Holland

 "For all those purists among us, Wim Bloemendaal does not mince his words on his views of Traction modifications!" Ed



Yes it's the Vietnamese take out 15/6 WJ4CYL drive train. Behind it is a 1938 Commercial



Red Dellinger's 1937 Citroën 11N modified by Robert C Labot, Paris sold to and restored by Nico Michon, Holland 2000

TESTING TIMES

Congratulations on another excellent issue of FP. As you kindly printed the relevant part of my conversation with Dr Yves Haft concerning the most suitable tyres for the Perth driving tests, (page 20 - Tyre Talk), I thought the membership might like to know the follow-up and why I was unable to put the good Doctor's advice to use.


My normal road tyres (trusty "X"s of course) have been on the car since I purchased it some 60,000 miles ago. I have carefully moved them around the vehicle to ensure even wear and as a result they also double as "slicks" when such tyres are called for. Unfortunately I never made it to Perth due to an (inexplicable) spate of punctures en-route but I carry a set of tyre levers and a puncture outfit so was able to mend them as they occurred - but each took precious time. On about the fifteenth occasion I was sat in a lay-by on the A1 with my patches and tube of rubber solution at the ready when a couple in a Paris built car kindly stopped to see if I needed help. I explained I was alright but I realised I would be unlikely to reach Perth in time for the Sunday morning tests so I had decided to abort my mission.

At this point the other chap, Bernie something, became most agitated and started to pick my brain about the correct choice of tyres whilst his charming wife read a couple of novels. Looking at the condition of his car, I reckoned he would be lucky to reach Perth at all. (If he did, the driving tests would certainly have put paid to any hope of the car returning home under its own power). He was obviously an enthusiastic new owner with little experience of the car and its limited capabilities so I did not want to spoil his illusion and I therefore passed on the info that Yves had given me. He then muttered something about doing anything to avoid being beaten again, especially by a woman driver, even if it meant buying another set of tyres - or borrowing a complete car with suitable tyres. He was last seen in a cloud of blue smoke roaring Northwards. Did he ever make it, I wonder? I await the Perth report with added interest.

Meanwhile, I was intrigued to read that you have received no correspondence for your newly introduced "Moans & Groans" feature. I feel compelled to support you but unfortunately have no general cause for complaint with the Club and its administration and so give my sincere apologies for being unable to contribute to this forum. However I do suggest that you, sir, could be a little more vigilant in your capacity as editor because I believe you have been fooled into publishing several so called "Technical Articles" or "Readers Letters" which are of dubious origin. For instance, we all know Kenny & Julie Cocker are pseudonyms used by two frightened people anxious to hide their true identities should Perth have turned out to be a failure. (Will we ever know who really did organise that fantastic event?). And do you seriously expect members to believe that anybody would call a child Walford, no matter which TV soap they watch?

Tyrone P Lott

P.S. - Although my puncture problems are cured (I have squirted a tube of that pressurised anti-puncture stuff into each tyre in readiness for the 2004 summer rally) I now have a new problem. Have any other members experienced the strange phenomenon which has manifested itself in the last week or so - tyre valve caps becoming stuck so fast that the valves tear out of the tubes before the cap unscrews? All suggestions welcome, please send to: tyrone.p-lott@tiscali.co.uk. Ty.

 I had not noticed any letters of dubious origin or content - but now you mention it! Ed.

TOC TOC!

Arriving en Traction at the Barley Mow for the July reunion of the Surrey, Hants and Sussex Borders Section of the Club, Heather and I were greeted with a large blackboard announcing "TOC, please park on the grass". We dutifully obeyed.

There were no other Traction in the field, but a couple of flashy open-top 70s sports cars had already parked there. Our gallant black beauty got some curious looks and we gave some curious looks back. As we sat outside the hostelry, wine glass in hand, to check if any other Traction would turn up (none did, but we were aware that this meeting clashed with another event), another twenty or more of these brightly coloured roadsters drove in and took possession of what we thought was "our field".

Still we lunched well and returned to find our Citroën in the midst of a horde of Sunbeam Tigers and associated vehicles. Heads high, we drove through the gauntlet of boy and girl racers with disparaging looks - and then the penny dropped.

Of course TOC on the sign must have meant "Tiger Owners Club". And we thought there was only one genuine TOC! If the French were faced with this flagrant example of stolen identity, they would no doubt say, with the appropriate double gesture of the forefinger on the forehead, "TOC TOC!" Which means - "Are you crazy?"

Gordon Harrison

ICCCR 2004 DATES


Floating Power says August 6th - 8th

ICCCR website says August 13th - 15th

Presumably ICCCR is right?

P.S. I don't understand the Tommy Cooper corner. I understand the jokes (!) but not the TOC connection...

Andrew Ralph

 Yes I am sure ICCCR is correct - August 13th -15th. Tommy Cooper has no connection with TOC (unless Tommy Oafish Cooper counts) but is just used as a filler if the column is too short. Ed.

READERS WIVES

Frank Grant's suggestion for a 'Readers Wives' Section in Floating Power has so far received no response whatsoever from TOC Top Totty. The club's Tatty Over-Coat section (not a dirty raincoat in sight) may however enjoy this the first nomination for a 'rear of the year' award. Attendees at the Perth Annual Rally may be able to identify the owner, no prizes but answers on a postcard please.

Graham Jones



toc section scene

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

Sunday October 5th - another 'new' pub for us to visit - the Bentley Brook in Fenny Bentley - I am hoping to organise a tour of the Micro brewery there - more details later!!

For more information contact Bev & John Oates 01629 582154 or peak.toc@virgin.net

Surrey, Hampshire Sussex Borders section

Barbecue at the Barley Mow, West Horsley, Thirty Seven people in attendance, beautiful weather and much fun playing boules, etc. From September 21st we shall meet at the Fairmile Cobham, on the A307, the old Portsmouth Road, between Esher and Cobham at 12 noon, until further notice. Still the third Sunday in the month. The venue for the Christmas party is still to be confirmed. Any enquiries for the section activities are welcomed.

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

September 21st convoy to Hollycombe Steam Fair at Liphook leaving the Fairmile at 12.30pm.

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



South Midlands section

The meeting on Saturday 26th April 2003 at the River & Rowing Museum in Henley-on-Thames was well attended by owners and families of some 15 Tractions (including two Sixes). The weather was just good enough for us to take lunch on the balcony at the Riverside Cafe. The three main galleries in the museum showed the history of the river, the town and rowing. There was also a special exhibition of the role of a local water-borne home guard during the second world war.

The Woodcote Rally celebrated its 40th anniversary on 12/13 July 2003, Although primarily a rally for steam engines it also attracts a variety of other forms of transport, Besides 29 traction engines there were 157 tractors, lorries, fire engines, etc., 101 motorcycles and 187 cars including three Light 15s, Friends in Belgium emailed to say they were watching the event on the rally site's webcam.

May 8th 2004

We plan to visit Mapledurham House in the afternoon of Saturday 8th May 2004, Mapledurham Estate is just north of Reading on the banks of the River Thames. You will probably remember the church and watermill scenes from the film "The Eagle Has Landed". We will meet for a pub lunch at the Pack Horse Inn in Chazey Heath nearby.

Further details from Robin Dyke Tel: 01865 858555

Email: robindyke@btopenworld.com

West of England section

After the hurly-burly of June and July with the Annual Rally and the Brittany Tour, our August meeting was at Corsham Court, near Chippenham; there was a previous attempt to visit Corsham but, for reasons that now escape me, we somehow never made it. This time there was a good turnout including Mike Tennant in his newly-acquired 'D'. The weather was excellent, if a little too hot. After an excellent meal in the garden of the Methuen Arms, we took a short walk to visit the house and gardens of Corsham Court which provided a relaxing and interesting afternoon.

September

As mentioned in the last report, our September meeting will be at a venue yet to be decided upon. Unfortunately, the pub that we had chosen for our regular meetings has closed for several months for refurbishment and also many of us felt that the food was rather over-priced. It was therefore decided that a new venue would be appropriate and details will be sent to the West of England group in due course. The Tredegar House Rally in aid of Leukaemia Research is also in September. This will be the very last of these rallies - 24 in all - so it would be good to see some Tractions there on Sunday 21st September. Give me a call if you require details.

Notice

AGM November 2nd 2003

Notice is hereby given of the Annual General Meeting of The Traction Owners Club Limited, to be held at Steventon Village Hall, Steventon, Oxfordshire on Sunday 2nd November 2003 commencing at 14.00.

The business shall be to receive the report of the Committee, to approve the report of the Treasurer and to elect the Directors and Committee members. There are at present no resolutions for consideration. If any are received, they will be circulated to Members in October with a formal agenda.

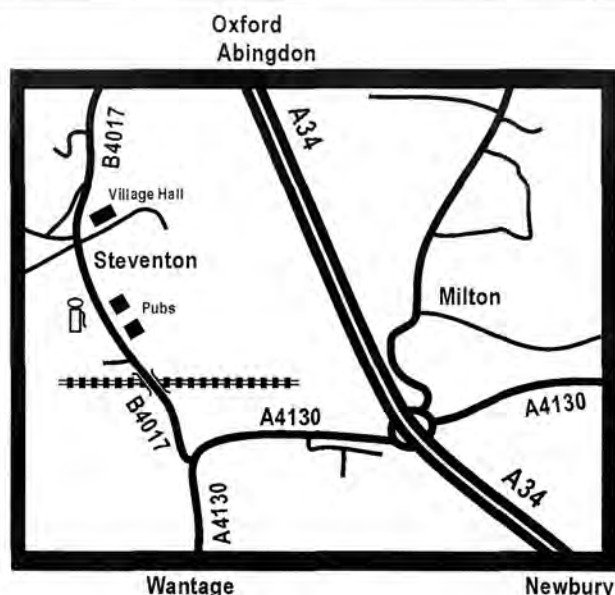
Proposals for subjects to be discussed should be received by the general Secretary by 3rd October 2003.

The Club at present has five Directors. The Articles of Association require that one third of the directors be elected at each AGM. Nominations are accordingly invited for two qualified people to stand for election. The following longest serving directors are standing down, both of whom are eligible and are offering themselves for re-election: Roger Dyer and Colin Gosling. Nominations must be in writing from a paid up member, include an indication that the nominee agrees to serve, and be received by the General Secretary before 3rd October 2003.

The Committee may consist of up to eighteen members. The rules of the Club require that one third of the committee be elected at each AGM. Nominations are accordingly invited for up to six people willing to stand for election. The following longest serving members are standing down: John Gillard, Roger Dyer, Bev Oates and John Oates. Bev Oates and John Oates are offering themselves for re-election. Again, nominations must be in writing from a paid up member, include an indication that the nominee agrees to serve, and be received by the General Secretary before 3rd October 2003.

A notice of all nominations received will be circulated in early October. Any member requiring a postal vote must make a claim, in writing, to the General Secretary, before 3rd October 2003.

By order of the Company Secretary



THE TRACTION OWNERS CLUB LIMITED INCOME AND EXPENDITURE ACCOUNT - YEAR ENDED 31ST MARCH 2003

	Note	2003		2002	
		£	£	£	£
Turnover	1,6		31,625		15,725
Cost of sales			21,552		13,814
GROSS PROFIT			10,073		1,911
Other operating income			16,265		16,602
			26,338		18,513
Distribution costs and administrative expenses		18,589		18,194	
Other operating charges		2,171	20,760	1,639	19,833
SURPLUS OF INCOME OVER EXPENDITURE BEFORE TAX			5,578		(1,320)
Tax on ordinary activities	8		33		56
SURPLUS OF INCOME OVER EXPENDITURE AFTER TAX			5,545		(1,376)
General fund brought forward			67,460		68,751
Adjustment for Corporation Tax Creditor overstated 2001					85
GENERAL FUND CARRIED FORWARD			73,005		67,460
			=====		=====

There were no recognised gains and losses for 2003 and 2002 other than those included in the income and expenditure account. None of the Club's activities were acquired or discontinued during the year to 31st March 2003 and previous periods shown. The notes on pages 6-8 form part of these accounts.

THE TRACTION OWNERS CLUB LIMITED BALANCE SHEET - 31ST MARCH 2003

	Note	2003		2002	
		£	£	£	£
Tangible Fixed Assets	11		3,051		3,095
Investments	12		2,000		2,000
CURRENT ASSETS					
Stock	13	48,939		50,352	
Debtors	14	2,407		1,038	
Cash at bank and in hand		18,952		12,788	
			70,298		64,178
CURRENT LIABILITIES					
Creditors falling due within one year	15	2,344		1,813	
Net current assets			67,954		62,365
NET ASSETS			73,005		67,460
			=====		=====
CAPITAL AND RESERVES					
General fund			73,005		67,460
			=====		=====

tocshop

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ITEM

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

MODEL

Autosculpt Traction (pewter like finish) £4.50

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

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CARS FOR SALE

Rare 1948 11B Normale, Dark Grey with red wheels. R Williams drive shafts, new front bearings and drums, brakes overhauled, rewired, new tyres. Solid car, runs well, needs interior re-trim and minor cosmetic work. 12 months MOT. Offers around **£6000** Contact **Graham Jones 07780 706680** or **Imperial Cars, Steve Southgate 01902 495758** during business hours.

Slough Built Light 15. Unfinished project - Wings sandblasted and powder coated, some chrome parts done, dry stored for 6 years, selling due to ill health. Offer please. **John Smith, Somerset 01823 286460 (Day), 01823 352737 (Eve).**



1950 Paris Built 11BL (Légière) LHD, small boot, black bodywork. First registered in Jersey until brought to England after major restoration by Classic Restorations in 1984. Currently maintained by Dennis Ryland, Traction Renaissance Services. In good original condition and used sparingly but regularly. With annual MOT since 1993, and new original colour grey cloth seats, reluctant sale because of lack of garage space. Fair price asked of **£5,500 ono**. Telephone **Bob Dixon 01666 510389** (near Swindon, Wilts) or email **bobdixon1@aol.com**

Traction Avant 11B Normale; 1953, LHD, Paris built. Big boot model. Black, grey cloth interior. New MOT. Restored, good condition, garaged, dry use only. New shock absorbers, Peacock driveshafts, brakes, seatbelts, rechromed



headlights, all Classic Restorations. 300km last year - new home needed. **£7,500**. **Derek Ford, 01371 810002, Essex.**

1950 Light Fifteen Légière 11BL Small Boot, Dipped Bumpers, LHD. Completely restored in Brittany about five years ago and hardly used since. Maroon body with black wings and spare wheel cover, French grey stripe interior, Taxed and MOT. Unfortunately hardly gets used due to work commitments. **£6,450 or vno**. Tel **Alan Coltham on 01494 676625 (Beaconsfield, Bucks.)**

1937 7C, LHD Reg 37 CC 45. MOT July 1993 but has not been on the road since. Bodywork excellent apart from rust in the glovebox. Requires new radiator. Offers to **Ron Caldecott 01745 590468, Bodelwyddan, Denbighshire.**

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It will depend on your support

Le Traction Universelle & Club Dunkerque en Torpedo are planning an event to celebrate the

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It is most likely that the UK contingent will cross from Dover to Calais by Ferry or by the Tunnel and will form a series of mini-convoys for the 30 mile trip to Dunkerque.

Please let **Robin Dyke** know as soon as possible if you are mildly or seriously interested or committed and how and when you would plan to travel and where you would hope to stay.

Tel: **01865 858555**

Email: robindyke@btopenworld.com

She bought it for its chic appearance -then drove 416 miles in a day!

Carshalton, Surrey.
May 30th, 1928.

Dear Sirs,

I feel I must write and tell you how awfully pleased I am with the 4-seater Coupé I bought from you last January.

I will admit I bought it mainly for the body! I liked its smart lines and chic appearance—and the ample leg-room (I am 5 ft. 10 ins.), also the extra seat inside which appealed to me on account of the children.

From the first its power surprised me, and I thought I should like to try to get to Edinburgh in a day! My friends were amused and sceptical,

being of the opinion that it would be too much for a woman to do alone in a 12-h.p. car.

But on Monday week at 4.25 a.m. I set out from my home at Carshalton Beeches and arrived in Edinburgh at 7.10 p.m., a distance of 416 miles by the route I took. Allowing about 1½ hours for meals, filling up, etc., the average works out to about 31 m.p.h. I could have made better going had I not been advised to keep her down below 45 m.p.h.

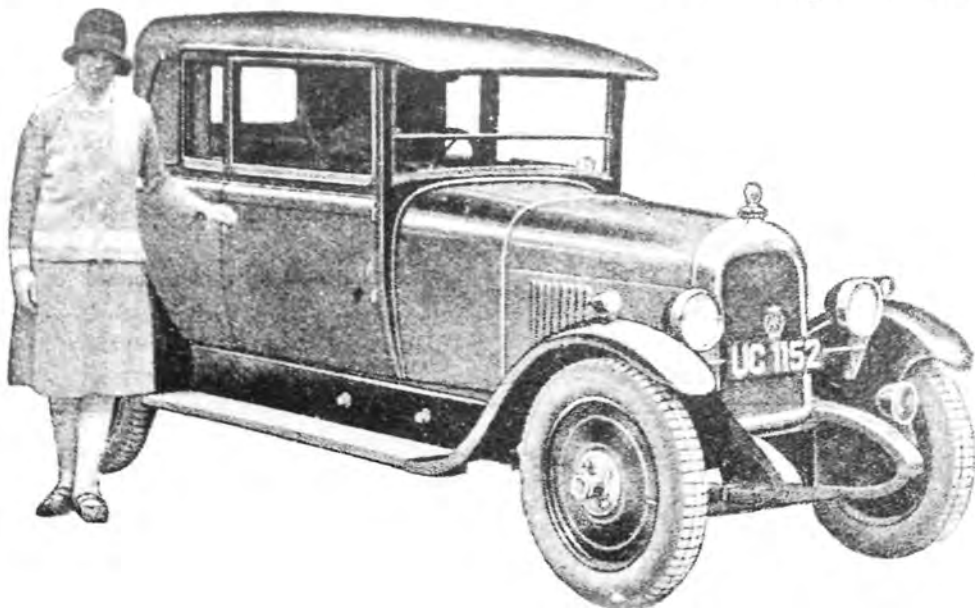
I had no trouble whatever, had a very pleasant and comfortable journey and was neither physically nor mentally tired at the end of it.

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