

Floating Power

february/march 2004



toccontact



**TRACTION
OWNERS
CLUB**

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

It's that time of year again – time to renew your membership for the next twelve months. Your renewal form is enclosed and Peter Riggs, the membership secretary, urges all of us to 'do it now' so we don't forget. Just reach for your cheque book or credit card and send off your response tomorrow. If you are like me, you put it to one side with every intention of doing it in the next few days and then other things take over your priorities and it gets forgotten. Then Peter has to send out reminders and it all costs the club more money. Let's surprise him this year by getting subscriptions in on time! Remember, the direct debit facility has been discontinued so we all have to pay by cheque or credit card.

This issue includes more interesting articles. There is information about Flaminio Bertoni, designer of several important Citroën models including the Traction Avant. This comes from editorial put out for the recent exhibition at the Design Museum and supplemented by the period photographs taken from a comprehensive website www.andre-citroen-club.de which also gives details of a further exhibition: EXPO BERTONI, 19-31 May, Antony (92) Paris.

Following the success of the Spares Open Day, two further events are planned for this year in June and September. The ICCCR have sent an update of the 13th Rally at Interlaken taking place in August and there are further application forms for the Dunkerque and New Forest events.

In preparing your car for this new season, members are encouraged to give Chris Treagust plenty of time to get your spares orders together and despatched. Obviously it is a busy time of year for Chris as all our Tractions emerge blinking into the sunlight and their owners find there are yet more jobs to be done to keep them in tip-top condition. Consult your spares lists, give clear indications of the parts you need and most importantly, give plenty of time to get your order picked and despatched.

Enjoy your 70th anniversary year of the Traction Avant!

Copy date for next issue May 5th

Front Cover



"You show me yours, and I'll show you mine"
Engines speak in Normandy

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Chairman's Note Subscriptions

Feb/Mar 2004

Paul De Felice

Hello and welcome to the spring issue of Floating Power.

Spring is now upon us and for those of us who do not use our cars throughout the year the Tractions are now coming out of their hibernation and being used and only this morning as I was travelling to work, at the bottom end of the M11 approaching Ilford there in front of me in the traffic was a Light 15 scooting along, on its way to central London taking master to work and both were obviously thoroughly enjoying themselves.

The sighting described made my day and reminded me of the excitement many of us experience as our cars now begin to get the regular use they deserve as the weather warms up and the winter months are behind us.

The first major event of the year is The Irish Rally which as I write this note already has 32 cars going and will undoubtedly be, I am reliably informed, the largest gathering of Tractions ever to have visited the Emerald Isle and already looks like being a memorable event.

Our spares section has also decided to repeat our spares open day late in June and fully intend to make this a regular event where members can come along and rummage amongst the spares, meet other members, and hopefully take home those parts they need.

Enjoy the magazine and see you all soon at one of the many events planned this year.

Paul De Felice

Enclosed with this issue you will find your Annual Membership Renewal form. You are invited to renew your TOC membership for the year 2004/2005 at the rate shown on this form. Please check over the information and return with your remittance and remember that subscriptions overdue at June 30th will result in deletion from the Floating Power mailing list and suspension of membership. Then a £6 administration charge will be payable if you wish to rejoin. You will also be reminded that the Direct Debit facility has been discontinued so please make payment by Cheque or Credit Card.



Spares Open Days

All Day Sunday June 20th

Afternoon Sunday September 5th

These events will be held at Chris Treagust's -
98 First Avenue, Batchmere, Chichester, W. Sussex, PO20 7LQ.

Tel: 01234 511 378

Email: chris.treagust@tesco.net

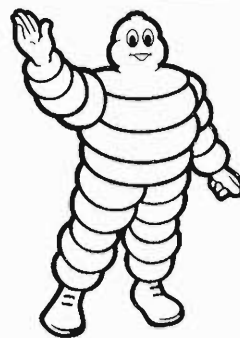
This month's special offer:



New Michelin X tyres
[165 and 185's]

at a special once-only price! If you will be needing tyres in the near future, then give Chris a call to learn more about this offer.

The more members that respond,
the better our potential prices!



Anniversaries



100 years ago...

4 May 1904 Henry Royce & Charles Rolls agree to sell cars under the name Rolls-Royce



40 years ago...

1 April 1964 Tyrone Parker-Lott born in the Midlands

Robin Dyke

British Support Dunkerque

Outside France, the TOC has the largest number of entries for the 70 Years of Traction Avant at Dunkerque 11-13 June. At least 48 cars are going from the UK, and already more than 300 have registered in total.

tocspares hotline

01243 511378

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



2004

Going Spare

It is intended that this will be the first of regular inclusions in Floating Power, giving news of what's happening with the Club's spare parts activities.

Until now we have managed to maintain the stock, increasing the range and issuing parts/price lists of what is on offer, without a regular column in the magazine.

An updated list is planned for the July edition as there are a number of new items available and inevitable price changes. For the previous list, issued with April 2003 Floating Power, we included both 'levy' and 'non-levy' prices and hope that you found these helpful, as well as showing the benefit of contributing to the Spares Levy.

Chris Treagust is now in his fourth year of stocking and distributing the club's spares. Although he owns a Traction and has worked on them, Chris admits that becoming so intimately involved with the bits in a Traction has given him a 'steep learning curve'. The job gets no less time consuming though!

Chris particularly asks that people leaving messages on the Hotline answer machine do so clearly. There seems to be something about a TOC member, that either induces them to eat when phoning or they are too shy about their order to speak up. I have been at Chris's when a very poor and garbled message will come through, followed by another that has been perfectly clear. So please take care when leaving your messages - write your order out beforehand and speak clearly into the phone. I shouldn't need to say that!

That will save a lot of time for Chris and yourself, if he does not have to return your call to check order details. As you know Chris's time on the spares is only voluntary, for a few hours per week - he has another life too. This means that the spares operation is not run at a 'professional' speed and it is unreasonable of members to expect next-day processing of orders. As the notes in the parts list say 'customers will be supplied at the earliest opportunity and in priority of receiving orders'. Bearing this in mind, the message is not to leave your order until the last moment before preparing for the Annual Rally!

Talking of preparing your cars for this season of activity, don't forget that we have stocks of reconditioned water pumps available if yours is showing a leak over winter.

If you are concerned about the front suspension and the chances of passing the MOT test again this year, then we have shiny stocks of reconditioned cradles with arms just waiting for you.

Now, a message to whoever rang Chris about obtaining a brake fluid reservoir and then found one locally. Chris did not get your name, but would be interested to hear from you again, in case your supplier has more available for the club. This should be a general rule for all members, that if you find Traction-suitable items locally at good prices, then please talk to Chris about them, as we might wish to buy some too.

E-mails to Chris. If you are sending him an email, please head it 'TOC spares', as this allows him to identify it as priority amongst the many other messages and weed out the junk mail.

Tony Hodgekiss

MAY 1ST - 3RD

IRISH TOUR

Get together on the Friday evening (30th April). Saturday start at Cashel, then drive via Tipperary and Adare to Killarney (food, drink & slingsong). Sunday begins with a visit to Mucross House, then a tour round the Dingle peninsula (as far west as possible), and in the evening "bia ceol agus craic" in Dingle. Monday drive through the Connor Pass and Tralee, visit the Foynes Flying Boat museum, ferry across Shannon estuary and finally a medieval banquet in Bunratty Castle. Total mileage 290 miles (465 kms), Rosslare to Cashel is about 100 miles, Bunratty to Rosslare about 150 miles. Leslie Scott is organising the tour. Tel: 00 353 8 7259 2447
Email: lesliescott@eircom.net

JUNE 11TH - 13TH

TRACTION 70TH ANNIVERSARY

The French organisers hope to get 1000 Tractions at the seaside. Book in from 3pm on the Friday at the Kursaal exhibition hall. There is a reception and dinner that evening. On Saturday morning the Kursaal is open, there is a reception of Tractions, an organised visit to Dunquerque, photos, at the seaside, a reception at the Town Hall and a Gala dinner. The Kursaal is open on Sunday, there is a picnic in the Park, back to the beach and it all ends at 6pm. We have a flexible offer from NorfolkLine (Dover - Dunkerque) for the whole of June - £89 return for a standard car & 2 passengers if booked before 15 March. Robln Dyke will coordinate. Tel: 01865 858555
Email: robIndyke@btopenworld.com

JUNE 20TH

SPARES OPEN DAY

This event will be held at Chris Treagust's, 98 First Avenue, Batchmere, Chichester, W. Sussex, PO20 7LQ.
Tel: 01234 511 378 Email: chris.treagust@tesco.net

JULY 14TH - 17TH

BRITTANY RALLY

This event is organised by the local French Club. A limited number from the TOC can attend as guests. It is usually over a weekend, stretched to include Bastille Day (14th July). Further details from Martin Nicholson who will co-ordinate the UK participants. E-mail: vicmarnic@aol.com

AUGUST 13 - 15TH

13TH ICCR - INTERLAKEN

This a vast rally for all models of Citroëns. There is a Citroën Village with restaurants, bars, club tents and stalls. Site opens at noon on Thursday 12th August. Early Bird welcome Apéro. Official reception on Friday and evening attractions and music. Saturday Concours d'Elégance and the winners parade through town. Gæfa dinner in evening. Lazy Sunday brunch. Restaurants stay open so you can stay until Monday. Details and booking form on www.iccr.org. Dougie Lawson will coordinate and advise on travel Tel: 01256 329042
Email: dougie.lawson@ukonline.co.uk

SEPTEMBER 3 - 5TH

TOC ANNUAL RALLY - NEW FOREST

Friday get together at camp site near Romsey. Saturday touring around the New Forest with a meal in the evening. Sunday visit Breamore House. Richard and Pam Hutton are organising the event. Tel: 023 8046 3265 Email: prp@heatherdown.freeseerve.co.uk

SEPTEMBER 5TH

SPARES OPEN AFTERNOON

This event will be held at Chris Treagust's, 98 First Avenue, Batchmere, Chichester, W. Sussex, PO20 7LQ.
Tel: 01234 511 378 Email: chris.treagust@tesco.net

Whilst dates & 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.

FBHVC news

DVLA

Many of you may have noticed the television adverts pointing out the new licensing/SORN provisions that we advised in the last newsletter. While DVLA runs a very efficient operation with rigorous checking procedures, they have to send out many millions of notices each year and no system is absolutely foolproof. It is also not unknown for the Royal Mail to lose or fail to deliver items! We suggest everyone should make a note of the expiry date of any declarations so that they do not accidentally fall foul of the penalties, and to contact DVLA promptly if they have not received a reminder. Further to the addition of barcodes to tax discs, when you declare SORN at a post office the clerk will now attach the 'nil' receipt to the renewal notice and return both to you. The declaration will only have been sent to DVLA by barcode scanning of the relevant documents so it is imperative to retain these papers as your sole proof of compliance.

The secretary was recently contacted by a member of a subscriber club who was concerned to be told by a DVLA prosecutor that he needed to declare SORN on a restoration project that he bought last year - despite the vehicle having been off the road for over 20 years. It had been the subject of a successful V765 application shortly after purchase. We immediately advised our contacts in DVLA who very promptly confirmed that was an incorrect interpretation of the regulations and that no SORN declaration is required if there has been no licence or SORN application since January 1998 regardless of the change of keeper; the local DVLA office concerned was reminded of the correct policy. If any members have had a similar experience, please advise the FBHVC secretary and we will endeavour to assist.

At some stage in the near future supplies of un-issued 'traditional' age related marks with 'letter/number' configurations will be exhausted. It is quite possible therefore that DVLA will require to issue marks in the 'number/letter' sequences. This may not suit every applicant but we have to recognise that the supply is finite. We are fortunate that we still have the ability for allocation of historic style marks as most other countries, globally not just Europe, require contemporary styles and can enforce this retrospectively. Note the story mentioned below from one of our near neighbours.

We have received details of changes that will occur in France coincident with their change from a Carte Grise to the new Harmonised Registration Certificate. As with GB a few years ago, their current system of registration marks is nearing exhaustion and the new system is being imposed over a two year period on all vehicles - without any exceptions. The old departmental registrations are being abolished and a vehicle will retain its mark for life with no change when a keeper moves residence to another Département. Compensation, if any, for loss of existing cherished marks has not yet been agreed with their Ministry.

We may grumble in this country about some of the proposals that come forward from time to time but should be thankful that our legislators do consult us and remain open to constructive suggestions that do not hinder the continued, unrestricted enjoyment of our historic vehicles. Vigilance remains the key.

Normandy Nomad

For the last three years or so I have taken myself off to Northern France for a few days, either in my 1927 Donnet G2 or the sybarite luxury of my '39 Citroën Traction...

I shall be going over again next July, but I am thinking that perhaps I could arrange for some like minded folks and their cars to join in. I am not proposing an over-organised 'jolly', this would be a low key, pottering type weekend, accent on good company, good food, good scenery, interesting cars and machinery.

On the Saturday I could arrange a day at St.Valery-sur-Somme, which is a small town on the southern bank of the Somme Estuary. This is a lovely Medieval town, and is the centre of operations for a metre gauge steam railway, which in that rather careless way the French have about these things, runs partly down the main street of the town. We should be able to hire a carriage for our use, but if we get enough people then we could hire a whole train! They also run a "gastronomic" train in the evening which stops out on the salt marshes whilst the eating goes on and the sun goes down. The marshes are a protected area for wildlife, especially wild birds, herons, swans, etc. Perhaps I could get the local Mairie to lay something on in the town as well, with the party staying in the town for the Saturday night before motoring down to Nesle-Hodeng. I am investigating places to stay in and around the town, which has a wide range of Hotels and Bed and Breakfast type places.

I have a good friend who helps to run a small car event plus autojumble in the village of Nesle-Hodeng near Neufchatel-en-Bray. This is planned for Sunday the 18th July this year, and will be combined with another event based on the small town of Forges-les-Eaux. This is a very typical small scale French event, very welcoming people and in lovely countryside. Usually the event includes a twenty kilometre or so tour around the locality and free drinks and lunch. The autojumble is small, but good fun.

The two venues are only some sixty kilometres apart, with some super, very quiet and unspoilt vintage roads in lovely countryside between the two. The distances involved are not huge, for Dieppe is about thirty five kilometres from Nesle-Hodeng, Dieppe to St. Valery is about sixty kilometres, and Nesle-Hodeng to Le Havre is about 110 kilometres. I am approaching the Ferry companies to see if I can arrange a discount for those interested.

As said before I do not propose a big 'jolly', just a low key event using quiet local roads. This should be a fun weekend, with no pressure, ideal for those who have not ventured abroad in an old car before, or as a start or conclusion to a longer stay in France.

Contact me if you are interested, or just to have a talk about the possibilities, no need to commit at this stage.

I am on **01684-563315** most evenings after 7.00, but before 9.00 please, or email at mike@mtebbett.freereserve.co.uk

Mike Tebbett

ICCCRnews

ICCCR13 newsletter

Dear Citroën friends around the globe,

We are happy to send you the first ICCCR13 newsletter. In here, you will be regularly informed on news about THE Citroën event of the year, the 13th International Citroën Car Club Rallye (ICCCR)

Switzerland as your host country is proud to welcome you to this major event on the weekend of August 13-15, 2004 in Interlaken, situated in the beautiful Bernese Oberland. Together with thousands of fellow Citroën enthusiasts, we're inviting you to join the Swiss ICCCR which hosts the official anniversary celebrations of 70 years of the Citroën "Traction Avant" and 80 years of Citroën cars in Switzerland.

To find out what's happening at the ICCCR in Interlaken, we invite individuals as well as journalists, editors and club representatives to visit our webpage <http://www.iccr.org> and to download our flyers from the "news" page. These flyers offer an introduction to the spectacular 3-day programme and contact / registration addresses in various languages.

A special clubs page, http://www.iccr.org/clubs_en.html has been set up for all Citroën clubs, magazines, fanzines, newsgroups and their editors. Here, you may also order our posters and stickers, and you can show your Citroën-commitment by actively lending us a hand at the ICCCR. We're counting on you as volunteers, be it as traffic warden, caretaker or helpdesk translator. All volunteers will receive special treats - please check out the clubs page.

You can now actively participate in the largest and most beautiful Citroën gathering by signing up at http://www.iccr.org/registration_en.html. For your convenience, registration is offered via fax (pdf forms for download) as well as directly online: a state-of-the-art 128-bit encoded and encrypted https-linkup ensures secured transfer of your personal registration and credit card data (Visa and EC/MC).

EARLY BIRD PROMOTIONAL DISCOUNTS

All participants who register for the 13th ICCCR before May 14th, 2004 will profit from these special discounts:

Rail journey Interlaken West -

Jungfrauoch and back: **18% off!** (Top of Europe: 3454 m, Unesco World Heritage, Glacier Palace, etc.) instead of regular price 170 CHF/115 EUR: discount ticket for 140 CHF / 95 EUR
http://www.jungfraubahn.ch/english/pages/RE/RE_AgJh.htm

Cable car journey Interlaken Ost -

Harder Kulm and back: **53% off!** (Panoramic restaurant 800m above Interlaken, alpine wildlife park, etc.) instead of regular price 21CHF/14 EUR: discount ticket for 10 CHF / 6.5 EUR
http://www.jungfraubahn.ch/english/pages/RE/RE_AgHr.htm

Rail journey Wilderswil (ICCCR-Site) -

Schnyige Platte and back: **58% off!** (alpine botanic garden, TeddyLand, hiking-boots testcentre, etc.) instead of regular price 59 CHF/40 EUR: discount ticket for 25 CHF /17 EUR
http://www.jungfraubahn.ch/english/pages/RE/RE_AgSe.shtm

Win free tickets to the ICCCR!

From among all participants present in Interlaken, 13 winners will be drawn who get a 100% refund for their individual participation fee, whether they're participating on their own or with the whole family or a bunch of friends! This refund draw will take place in the evening of Saturday 14th August in the grand tent of the 13th ICCCR, together with the celebration of the awards for the concours d'élégance. Any tickets drawn for participants not present will re-enter the draw until all 13 refund recipients are defined. By participating, you agree that there will be no correspondance on the draw or individual wins and that all means of legal redress are ruled out. We wish you lots of luck!

The ICCCR newsletter is published monthly prior to the 13th Citroën World Meeting in Interlaken and is sent to Citroën Fans, Clubs and Journals worldwide.

REPAIRS & RESTORATION QUICK REFERENCE GUIDE

TOC SPARES

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Email: chris.treagust@tesco.net

TOC HELPLINE

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

TOC CLUB SHOP

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

SALES & MAINTENANCE

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

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

STAINLESS STEEL BUMPERS

Jonathan Howard
Tel: 01608 643065 Fax: 01608 642973

INTERIORS

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

TRANSMISSION

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North Humberside HU17 8BS
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email: rdrw@steam-car-dev.karoo.co.uk

RUBBER COMPONENTS

Mike Tennant
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Gloucestershire GL17 0DL

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

When Flaminio Drove to France

During the three decades that Flaminio Bertoni, the Italian-born designer, was head of Citroën's design studio, the French motor manufacturer produced some of the best loved motor cars of the 20th century from the curvaceous Traction Avant and the utilitarian 2CV, to the futuristic DS19 and quirky Ami 6.

Born in the northern Italian town of Masnago in 1903, Bertoni was gifted in both art and design. He left technical school in nearby Varese in 1918 as an accomplished draughtsman and studied with a local sculptor while working at a car bodywork factory. In 1932, Bertoni moved to Paris and was hired by Citroën where he began a close collaboration with André Lefebvre, the company's gifted chief engineer, to produce a series of cars which combined innovative engineering with finely modelled bodywork.

Bertoni's place in design history was assured when he designed the bodywork of the Traction Avant in a single night by moulding a plasticine model. This was the first time that a car was produced directly from a model rather than a sketch. He and Lefebvre then started work on the Tres Petite Voiture, or 'very small car' which was launched after World War II as the compact, practical 2CV.

Their next car was a masterpiece, the DS19, the revolutionary saloon deemed so beautiful that it was nicknamed the deesse, or 'goddess' when it was introduced in 1955. Lefebvre retired two years later, but Bertoni continued his work for Citroën by developing his final - and most controversial - car, the idiosyncratic Ami 6.

TRACTION AVANT

"On the road... the comfort of home" was the advertising slogan for the Traction Avant. Revolutionary for its time, this car was not only luxurious but technically so advanced that, after surviving an eight metre drop into a quarry during the production of a promotional film, it could still be driven away.

The Traction was the first collaborative project between Bertoni, known at Citroën as the "car sculptor", and the company's chief engineer André Lefebvre. The result was the first mass-produced car

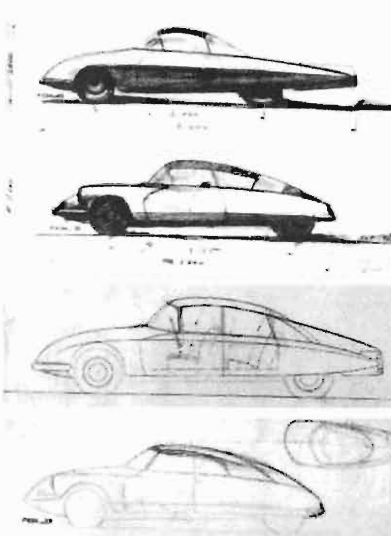
to employ front-wheel drive and a monocoque, or self-supporting body.

Bertoni created its classical lines in a single night by sculpting a model that echoed the curves of US streamlining replete with aerodynamic references. This was the first time that a European production car was designed from a three-dimensional model rather than a sketch. Other innovations in the Traction include its unitised body with a separate powerplant unit and beautiful Art Deco detailing in the dashboard and door handles.

The Traction Avant inspired a new generation of production cars, but the cost of its development plunged Citroën into financial crisis. In 1934, Citroën was taken over by Michelin, the tyre maker, at the French government's insistence. The takeover provided the capital required to complete the design of the Traction. It remained in production until 1957 and Citroën sold more than 750,000 different models of saloons, fixed-head coupes and cabriolets.

2CV

Bertoni and Lefebvre began work on the Tres Petite Voiture, or 'very small car', intended as Citroën's new product for the 1939 Paris Motor Show, cancelled due to the outbreak of World War II. When the 2CV was finally unveiled at the 1948 Paris Motor Show, Citroën's chief executive Pierre Boulanger described it as "a deck-chair under an umbrella" and the French president Vincent Auriol was heard to murmur: "Pinch me, I must be dreaming".



Their design brief was to produce a "basic French car" capable of carrying two people, 50kgs of potatoes and a dozen eggs across the roughest terrain when driven by a novice. With a target market of "small farmers, traders, craftsmen, travelling salesmen, parish priests and midwives", the car had to be lightweight, simple to fix and economical to run.

Early experiments included the development of an aluminium monocoque similar to the Traction Avant's, but engineering difficulties forced Citroën to adopt a more conventional steel platform chassis. The pre-war prototypes were minimal structures with a single headlight, one set of indicators and waxed cloth door coverings.

Bertoni's streamlined form was held together by only sixteen bolts and emphasised the corrugated bonnet, rounded radiator grille and flowing lines of front and rear mudguards. The original 2CV came in a single colour - grey with a sparse interior and tubular steel seats which could be removed for picnics. The original fuel gauge was a calibrated stick. The speedo and ammeter were the only concessions to modernity. For years Citroën did not advertise the 2CV, yet by 1950 the little grey car was so popular the waiting list was six years long. Production continued until 1990.

DS19

Crowds besieged the Citroën stand at the 1955 Paris Motor Show where the unveiling of the DS19 caused a media sensation and attracted more column inches than the death of Stalin. The initial

response to Bertoni and Lefebvre's previous collaborations, the Traction Avant and 2CV, had been mixed, but the DS19 was an immediate and unanimous success. Citroën took orders for 400 cars in the first 15 minutes, 12,000 by the end of the first day.

Nicknamed the 'deesse' or goddess, Citroën's Model D, powered by an engine called the S won its reputation as the 'Queen of the Road' for the technical cleverness of its revolutionary hydro-pneumatic self-levelling suspension system and hydraulic gearbox and brakes. Bertoni deployed the latest manmade materials and technologies to ensure that the car's interior was as futuristic as its elegant aero-dynamic exterior, from the sleek curved glass windscreen to the asymmetrical dashboard.

Citroën publicised the opulent DS19 as offering an "avant-garde driving sensation". As the car of choice of the French president Charles de Gaulle and the actress Brigitte Bardot, the DS19 captured the aspirations of its era. It was blessed by Pope Jean XXIII and hailed as

"a superlative object" by the French writer Roland Barthes. In 1957, the DS19 won the main prize at the Milan Triennale design festival. Bertoni's drive to France had been rewarded by recognition in his home country.

AMi6

A car that inspired - and continues to inspire - mixed emotions among motoring critics, the Ami 6 was still a highlight of Bertoni's career and the product of a fruitful collaboration with his successor at Citroën's design studio Robert Opron.

The Ami 6 was another example of a car in which style was dictated by function. Noted for its angular lines and inward-sloping rear window, the compact design accommodates a capacious boot on a relatively small wheelbase. Bertoni's clay studies demonstrate his obsession with working and thinking in three-dimensions to develop the unusual form.

The original Ami 6 sold relatively well for Citroën from 1961 to 1965, but the later cars and estate models - developed by Opron - proved more popular.



FLAMINIO BERTONI

1903 Born in Masnago, northern Italy.

1918 His studies at technical school in Varese are interrupted by his father's death. Begins work as an apprentice joiner at Macchi, a local carmaker.

1924 Appointed head draughtsman at Macchi, Bertoni combines his work there with a passion for sculpture.

1929 Resigns from Macchi to open his own studio where he works on car design and sculpture.

1931 Marries Giovanna Barcella and moves to Paris.

1932 Hired by Citroën. Two days later his son Leonardo Bertoni is born.

1934 Launch of the ground-breaking Traction Avant.

1935 Begins work on Citroën's Tres Petite Voiture which will eventually be launched as the 2CV. Completes a bus design for Baroffio in Italy.

1939 Citroën postpones the launch of the 2CV with the outbreak of World War II. Five prototypes are buried at a farm outside Paris.

1940 Bertoni is arrested by the French authorities after Italy joins the war as a German ally. Freed by the occupying Germans, he returns to work at Citroën but is seriously injured in a motorcycle accident and hospitalised for a year.

1944 After the liberation of Paris, Bertoni is arrested again, only to be cleared of all charges. Work continues on the TPV and begins on the DS19.

1948 2CV is unveiled at the Paris Motor Show.

1949 Bertoni completes the architecture degree he had begun in hospital.

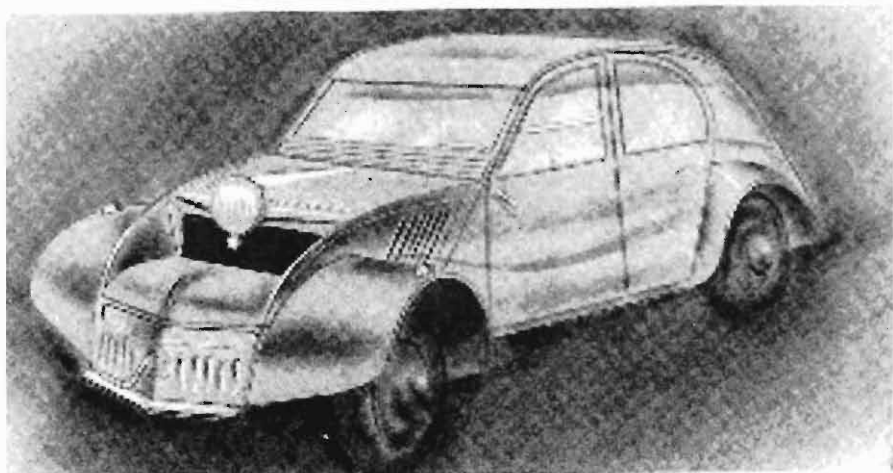
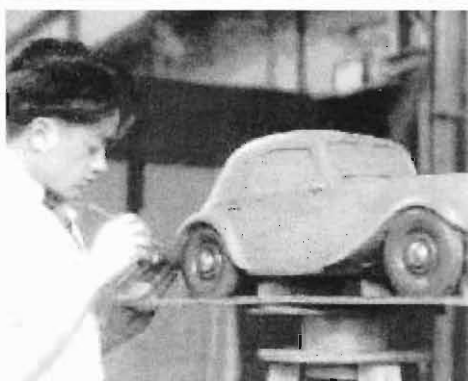
1955 DS19 is launched at the Paris Motor Show.

1956 Bertoni's radical system of family house construction is adopted in St Louis, Missouri where 1,000 of the houses are built in 100 days.

1957 DS19 is exhibited at the Milan Triennale suspended on pylons to show off the beauty of Bertoni's bodywork. Andre Lefebvre retires from Citroën.

1961 Ami 6 is unveiled as Bertoni's final design for Citroën.

1964 Flaminio Bertoni dies in Paris.



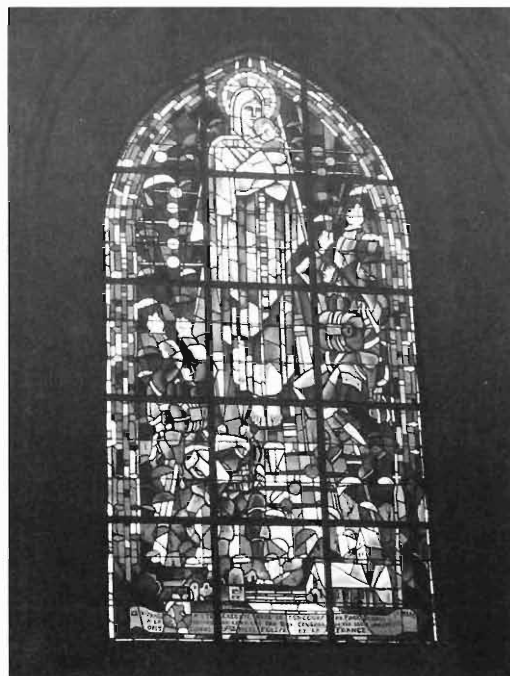


Following last month's report by Tyrone P-Lotte, we are reproducing several photographs which we did not have room for in the last issue.

No TOC tour would be complete without the obligatory breakdown – it's the highlight of the tour for some members! For others it is lining up on the quayside to see the local craftsmen working their nets.

On a more serious note, the stained glass window and the tower of church at Ste Mere Eglise features invasion parachutists from World War 2.

Ste Mere Eglise was the first town in France to be liberated after the D-Day Normandy landing.



CITROËN

toctech



volume 1

Maintenance **17**

- **ENGINE**
 - **Overhaul, Part 3**
- **ELECTRICS**
 - **Flashing Indicators**
- **INTERIOR**
 - **Retrimming the interior - Part 1**

Engine Overhaul - Part 3

This is the final part of the article that Julian Taylor of Bridgwater unearthed from a 1950's book called 'Automobile Repairs', edited by E Molloy and published by George Newnes who we gratefully acknowledge.

This third part deals with final assembly. As before, no attempt has been made to change the text, which does not represent the best of English grammar, but the meaning remains clear!

OVERHAULING THE CITROËN "LIGHT FIFTEEN"

Fitting Cylinder Barrels and Joints

Before the joints are fitted the cylinder barrels must fit squarely in the crankcase and have slight play in the lower bores. The barrel faces must be parallel and lie from 0.43-0.50 mm below the crankcase upper face. With this condition obtained fit the barrels with the joints (coated with linseed oil) of sufficient thickness to allow the barrels to stand 0.05-0.10 mm. proud of the crankcase. Fit the cylinder head studs to the crankcase (10kgm). Fit the cylinder-head gasket (coated with engine oil) and locating dowel. Fit the cylinder head and tighten the nuts (3kgm, then 5kgm) in the correct sequence (Figure 1). Invert the engine and check that the distortion of barrel diameter does not exceed 0.03 mm., except for the lower 20 mm., where 0.05 mm. can be allowed. If distortion is above these limits refit the barrels with thinner joints. With the crankcase inverted, fit the oil-circulation jet and then place the main bearing halves in their housings. Using the crankshaft as a guide, insert the pistons into their barrels. Mount the bearings in the caps on the crankshaft and fit a paper gasket coated with jointing compound between the oil baffle halves, ensuring that the oil grooves are not

obstructed. Fit the plugs into the oil circulation duct. Place in position the cork joints of crankcase lower face, ensuring that the ends are well under the front and rear bearing caps, which must be coated with jointing compound. Fit lock-plates and nuts to the bearing cap studs (7mkg). Check the rotation of the crankshaft and finally turn back the lock-plates.

Adjusting Lateral Play of Crankshaft

To adjust the lateral play of the crankshaft fit an adjusting washer, a 0.05-mm. thick thrust washer and the crankshaft timing wheel. Fit and tighten the nut securing the crankshaft timing wheel and push the crankshaft towards the rear. Any difference from the standard clearance of 0.10 to 0.15 mm. between the rear bearing and the thrust washer must be taken up by selecting a suitable adjusting washer. With the correct end play obtained, remove the timing wheel. Fit the flywheel (positioned by the offset bolt). Fit the ball-race, packed with grease, in the flywheel centre together with the locking plate. Fit and tighten the nuts (2.5mkg) and finally turn back the lock tabs.

Final Re-assembly of Engine

Fit the tappets and camshaft. Tighten the thrust-plate set-screws (1mkg) and turn back the lock tabs. Fit the timing-chain lubricator with its hole towards crankshaft and in alignment with cam and crankshaft axis. Tighten the lubricator (1mkg) and lock-nut (1.5mkg). Fit the oil-duct plug. Line up both timing wheels on the bench according to the markings and fit the timing chain.

dead centre at the end of the compression stroke on No.1 cylinder. Fit the oil pump with the slot at top of the pump parallel to side of engine and with the smaller side of the offset drive towards the engine. Fit the pointed screw (1.3mkg) and tighten the lock-nut (3mkg). Fit the pipe from the oil pump to the cylinder block; tighten the unions (6mkg) and lock-nuts (4mkg).

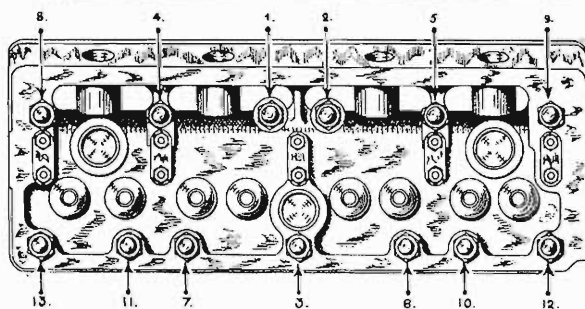
After steeping them in water, fit the cork joints into the grooves of the front and rear bearing caps, coating their ends with jointing compound. Fit the sump with spring washers and bolts (1.2mkg). Fit the timing cover and gasket and tighten the bolts (1.2mkg). Fit the two corner brackets and turn the engine top-side up. Compress the valve springs to fit the push rods and provisionally adjust tappets to 0.20mm. inlet and 0.25mm. exhaust. Oil the valve springs and rocker balls and fit the valve cover with the gasket coated with jointing compound on the cover side only. Fit the water-pump cover followed by the water pump with nuts and set-screws (3.5mkg).

Assemble the inlet and exhaust manifolds as a unit after checking that the six flanges are true within 0.1mm. Fit this assembly and tighten the nuts (2mkg). Fit the side suspension brackets and bolts (4.5mkg). Fit the hoist plate and bolts (2mkg). Fit the breather pipe with a plate between the flange and casing, having the tongue upwards and outwards. A gasket must be fitted on either side of the plate. Tighten the breather pipe set-screws (2.5mkg). To the rear of the cylinder head, fit the oil pipe with its gasket and tighten the screws (2mkg). Refit the union screw through the lower end of the pipe with a fibre washer at either side of the union. Tighten the union screw (2mkg).

Air Silencer

It is necessary to clean the filtering elements every 750 miles. The perforated tube must be taken out after removing the clips holding the felt at the intake end. The tube should be cleaned in petrol and the felts well brushed.

FIG. 1.- SEQUENCE FOR TIGHTENING CYLINDER HEAD NUTS.



Ensuring that both shafts are in correct relation to each other according to the keys, fit the assembly of wheels and chain. Fit the camshaft lock washer and nut (15mkg). Fit the crankshaft lock washer and nut (20mkg) and turn back the lock tabs. Set the engine at top

Trimming a Traction - Part 1

No, it's not Christmas but part one of a comprehensive account of the interior restoration of John Prescott-Thomas's Légère.

John - of Clifton, Bristol - bought his car some ten years ago in France and has now not only completed the job but has written it up for our benefit in this excellent article. It will be in three parts.

It's now more than ten years since I bought, as a fiftieth birthday present to myself, a 1953 Paris-built 11BL. The French owner of 117 AK 50 had been the proverbial one-careful-lady-driver from Avranches in the Manche Département, before the car was imported to the UK in 1988 and naturalised as JSU 394. It was OK mechanically: less than 100 000 km on the clock from new. The body wasn't bad either; some minor repairs/replacements and a decent paint job had already seen to the coachwork and a bit more weld-and-Waxoyl soon put the underside to rights. But, alas, the interior was a different story.

The seats were worn-and-torn. The carpet was frayed, threadbare and discoloured. The grey striped upholstery had become a faded, greenish monochrome. What was worse, an attempt had been made to spruce it up using non-authentic materials. So the door-panels had been re-covered - not very expertly - with a bluish-grey, rough-woven tweedy cloth and the head-lining had some kind of synthetic material simply glued on over the original. Clearly, something had to be done.

It was pretty obvious that a patchwork approach wouldn't work: it was all or nothing, so I decided it had to be all. And so I ordered from Depanoto a complete set of seat-covers, four new door-panels, a coil of door-surround, new carpeting throughout, a new head-liner and a length of grey striped upholstery material. Total cost at the time, with a strong pound, about £650, delivered to the door.

Some of the work looked simple enough but I was a bit nervous about the head-lining, where any shortcomings in the fitting would look truly frightful. Perhaps this was one task to leave to a professional? A price enquiry at a local trim-works

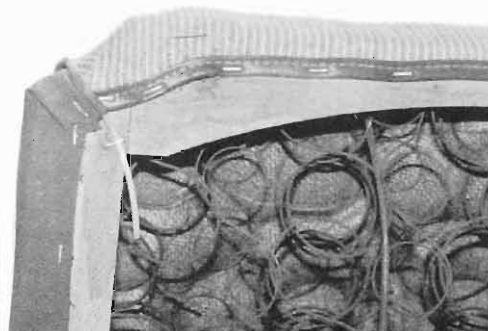
soon put paid to that idea, so the whole refurbishment was clearly going to be a do-it-yourself job.

Well, here's the story. I hope it may be of some help to other Tractionistes who have a toe in the water and are thinking of taking the plunge.

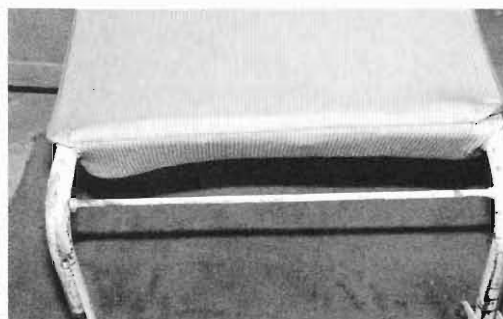
The seats are the easy bit. The rear squab and seat-back simply lift out and so do the front squabs. The front frames and seat-backs are in one piece and each is held in place by four brackets fixed with two machine-screws. (Handy tip: remove the rear screws first, then the front ones; otherwise you'll find yourself trying to undo the rear ones while having to support the seat as its weight tries to tip it backwards.) Once the seats were out, I stripped down, cleaned and lubricated the sliding mechanisms, which had become gunged-up and very stiff. Nothing approaching rocket-science so far.

It's surprising how big the inside of even a BL is with no seats: it makes crawling around to fit the trim quite easy - but I've never been more grateful for a garden kneeler. A light on a wander-lead is also essential: I used one with a spring-clip which clamped on to the steering-wheel, so it could be directed wherever the action was.

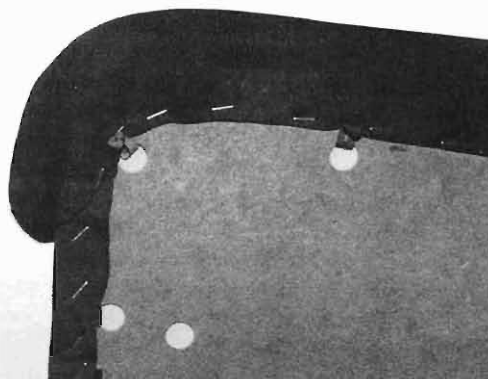
The new seat-covers are properly tailored, not loose covers, so you have to remove the old ones. No problem there: the covers are sleeve-like and the open ends are just tacked on to the wooden seat-bases; but I used a staple-gun to attach the new ones, which saved a lot of time and effort (Picture 1). They're a tight fit and need to be eased carefully into place or you risk splitting them: I managed to make a tiny tear in part of the leatherette of the driver's seat squab but was able to repair it from behind with adhesive tape and to camouflage it successfully. I was surprised at how resilient the original seats' springs had kept - but I did still add a thin layer of dense foam to the squabs of the two front seats, just to fill out any incipient sag and keep the new covers taut.



A staple-gun is the best bet for attaching the new seat-covers to the wooden frames.



The only sewing required; spot the stitches (hope you can't because they are supposed to be invisible)



The Dépanoto door-panels are thicker than the original, which can make fitting the spring-clips tricky.



What lies beneath the skin? the attachment points for the new trim.

Trimming your Traction cont'd

The only sewing involved is in joining the bottom edges of the front and the back panels of the backs of the front seats (if you see what I mean). But some neutral-coloured sailmaker's twine and a curved needle made this a doddle and the stitches are completely invisible (Picture 2).

The door-panels are also pretty straightforward, so let's deal with them here - though in practice it obviously makes sense to leave fitting them until last. Though not essential, it's easier if you remove the window-surrounds (and replace the raised-head screws if they're rusty, as mine certainly were). To remove the old door panels, you push them inwards against a spacer-spring until the pins holding the door and window handles in place are revealed. Tap the pins out with a punch and remove the handles; the door-panels, which are held in place by spring clips round the edges, can then be prised off.

Fitting the new panels may appear straightforward but they're more fiddly than they look. That's because the Depanoto replacements are based on 4mm hardboard, which is thicker and stiffer than the fibre-board original. It makes it quite hard to fit the clips - particularly where they overlap the return of the covering material or, even worse, the rubber strip at the bottom (Picture 3). The extra thickness also gives you very little leeway to push against the spacer-springs when re-fitting the pins in the door and window handles. And it's more difficult than you'd think to place the clips on the circumference of the holes in the panel so that they line up with the holes in the metal of the door: get it wrong and they spring off the hardboard and go

pinging off in all directions. But if you work round the edges, easing them in one at a time, they'll all pop in tight eventually.

If your traction is anything like mine, ripping out the old carpet and door-surrounds will be pretty rapid: they'll just come to pieces in your hands. But removing the tacks which held them in place is a more painstaking business. Some of them are set in wood - and will probably have rusted very tight; others are set into a kind of twisted fibre rope set in a channel round the doors. (One could imagine it's ancient sailors' tobacco-twist; but it looks to me as though it's actually made of impregnated paper - and probably is.) On my car, some of the carpet trim was held in place by spiral upholstery nails simply hammered directly into the metal coachwork; if you want to repeat this practice (I didn't) Depanoto list them as clous carrossier.

This is the stage at which you reveal the grot of ages and discover under the old carpet a 10-centime piece with a hole in it, dated 1928 - estimated current value about 0.0015 euros and now, brightly polished, the talisman for the whole project. It's also a good time to apply a judicious dose of black Hammerite to any of the revealed panels which need it.

The central pillar inserts (two each side) and the leatherette-covered head-rests on either side of the rear seat are held in place by spring clips, just like the door panels, and are simply levered off. The curved panels between the rear wheel arches and the doors are tacked to the fibre twist and can also be prised away. What you're left with looks like Picture 4.



Uncomfortable Flashers

While the John Ogborne method of installing and wiring flashing indicators is ingenious (Steve Schijnbroom's article in "Floating Power" Oct/Nov 2003), I am not comfortable using the rear side/stop lamp housings with their red lenses for the flasher lamps. While in the early days of flashing indicators drivers would be aware of a flashing red lamp showing an intended turn by the car in front, once (from the late 'fifties) the law required amber lenses and people became used to them, I believe a flashing red lamp provides inadequate warning, and I'm sure younger drivers in particular simply don't notice them.

My Light 15 has replica Lucas ST38 ("pork pie") rear lamps, which incorporate single red lenses. When Martin Ryland fitted them for me, these lights contained three lamp holders, so that it was unnecessary to use the brake light circuit for the flasher lamp. However, I never felt safe with the red lens, and it was not a difficult task to use the existing wiring to modify the setup. I bought a pair of Rubbolite flasher lamps. The rubber-housed, amber glass lenses of these are only 45mm in diameter and thus unobtrusive, but perfectly adequate and highly visible when fitted with a suitably made-up bracket to the rear bumper carrying bracket (see photo).

I have used the original 10-watt bulbs, although up to 21-watt is permissible. The arrangement is passed as satisfactory by the M.O.T. Test examiner.

I really do think that for peace of mind it is better to employ a separate circuit for flashing indicators if the alternative requires the use of a red lens showing to the rear. John's/Steve's arrangement for the front using double filament bulbs in the side lamps is of course excellent.

David De Saxe



tocspares hotline

01243 511378

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

toc agm minutes

Minutes of the Annual General Meeting of the Traction Owners Club Limited and the Traction Owners Club held at Steventon Village Hall on Sunday 2nd November 2003

The Chairman asked for any comments or amendments to the previous minutes.

There were no comments.

Motion: That the published minutes be accepted as a true record.

Proposed: Bernie Shaw

Seconded: Dennis Ryland

Motion was carried by a unanimous show of hands.

The Chairman then asked the meeting if there were any additional items of business they wished to be discussed under item 5. Any Other Business. Barry McLening wished to discuss the attitude of Club Members to new Members. It was suggested that he raised this under any other business at the end of the meeting.

Chairman's Report:

The committee had met five times since the last AGM. The magazine was published on a regular basis. The Annual Rally had been held at Perth. Next year's rally would be held in Southampton on the first weekend in September 2004. Social scene was very active both locally and in Europe. Club spares continue to serve the club well.

Now on to the reports. First on the agenda is the Secretary's report, but as John Ogborne has a commitment later on today, he has asked to present his report first.

Technical and Archives:

John is always looking for contributions of technical articles, and asks members to contact him with any new articles, particularly any controversial technical discussions, to be passed on to Richard Hooley.

The technical CD has now been produced and is on sale through the Club Shop for £10 plus post and packing. 39 copies have now been sold worldwide. All technical articles in Floating Power up to December 02 are included. Frank Grant has the archive technical articles in Scotland. Any suggestions for articles on a technical front will be welcomed. Paul De Felice said that requests are fairly frequently made for a Technical Forum to be set up, but the difficulties of organising this are numerous and it has not proved feasible.

Secretary and Treasurer's Report:

Tony Malyon took over the additional job as Secretary in January 2003, with help with minutes from Moira Holmes and Bev Oates, who forward them to me through Paul De Felice for distribution. He deals with all correspondence for the Secretary. He will update the Committee with E mail addresses after the AGM.

Subscriptions will have to be raised in 2004 to cover additional costs, they have been held at £24.00 for the past 4 years. Postage charges, magazine costs etc. have all increased, so it is proposed that subscription charges be increased by £2 to £26 to UK residents to help cover the general running of the club. This increase has been approved by the Committee at the earlier Committee Meeting.

Social Secretary:

No report received to date from Tony Latchford, Robin Dyke was asked to outline the activities of the past year. This year the Annual Rally was at Perth, and was reviewed in the Magazine. Robin has produced a leaflet outlining five rallies in 2004, details of which will be in the next magazine, but are as follows:

1 - 3 May - Irish Tour organised by Leslie Scott

11 - 13 June - Dunkerque 70 years of the Traction Avant - Contact Robin Dyke

14 - 17 July - Brittany Rally contact Martin Nicholson

13 - 15 August - Interlaken ICCCR - contact Dougie Lawson

3 - 5 Sept Annual Rally New Forest contact Richard Hutton

Membership:

Peter Riggs sent his apologies, with a report to be read out by Paul De Felice:

There were 560 paid up members to the 30th October 2003. 150 final reminders had been sent out. 99 responded and paid, 51 memberships have now lapsed. 12 members have cancelled giving various reasons, none of which were derogatory to the TOC. There were 54 new members, slightly less than last year.

Spares:

Chris Treagust has been looking after the spares for some three and a half years. The spares have now expanded considerably due to the South African

spares purchased last year, so a good profit can now be made. More spares have been bought from Fred Annels, so there is a lot of sorting out to do. We have only one supplier giving a good discount to the Club, and he is always looking out for better suppliers, as the Club needs to make a profit to expand the stock. In future Chris will source reconditioned water pumps and perhaps gearboxes. Chris has installed a new ansaphone to give a better service and tries to respond within 24 hours, but needs to have Sundays off. Early orders would help efficiency. Some members can be very rude if the part they require is not instantly available. Paul De Felice commented that members do not always quote any reference numbers when ordering parts and frequently do not give enough information. It takes Chris a lot of time to identify what members require, much more information is needed. Dennis Ryland suggested that we publish drawings of parts in Floating Power, and also on the Web Site to make it much easier for members to say what part they require.

Editor:

Six issues have been published since the last AGM, reasonably on time, but the work has to be fitted into his own very busy time. Contributions are always needed. Richard tries to do a mix of technical articles and the social side of the club.

Binders are now available, each hold 12 issues. 100 have already been sold from the first batch, and 70 from the second batch of 100. Ideas for improving the magazine are always welcome.

Club Shop:

Keith Feazey was unable to attend as he is unable to drive at the moment, but sent a report to the meeting.

Sweat-shirts have been produced with a new logo and are selling well. Keith thanks John Oates for his hard work, and also Barrie and Rose Longden for looking after the Club Shop in Perth.

Helpline:

Mick Holmes reports that the Help line is doing well, with requests for help from several different countries on many varied subjects. Mick tries to help, but if he cannot help he will forward requests for help on to other club members. As he

toc agm minutes cont'd

organises the NEC International Classic Car Show, at the end of October in 2004, and now over 3 days, he asks for help both in manning the stand, and also for members to put their cars forward for display.

Election of the President, Secretary and Treasurer:

There have been no nominations for the post of President, so for the time being the position will be left vacant.

Tony Malyon volunteered to fill the position of Secretary earlier in the year. There have not been any nominations for this position for the next year. Tony is willing to stand again, but for only one more year.

Acceptance was proposed by Bernie Shaw Seconded by Mick Holmes, and approved unanimously by the members present.

Tony Malyon is also prepared to stand again as Treasurer, but only for one more year.

Acceptance proposed by Peter Simper Seconded by Jan Reece, and approved unanimously.

Election of the Committee:

Paul De Felice stated that the rules of the Club require one third of the Committee to stand down and offer room for new nominations. That third consists of John Gillard, Roger Dyer, Bev Oates (offering for re-election) and John Oates (offering for re-election).

We have received proper nominations for people willing to serve on the committee :

Thus there are three people to vote for. John Oates, Bev Oates, and Robin Dyke.

Acceptance en block proposed by Bernie Shaw. Seconded by Dennis Ryland, and approved unanimously by members.

Paul De Felice said it would seem sensible to vote for them in one group, unless anyone wishes for separate votes.

Before we take the vote, I would like to ask whether there is anyone else interested in joining the committee. Strictly it is not according to the rules, and everyone has had the opportunity to be nominated, but we are our own club, and we run it. Does anyone want to be considered. There was no response.

Any other business:

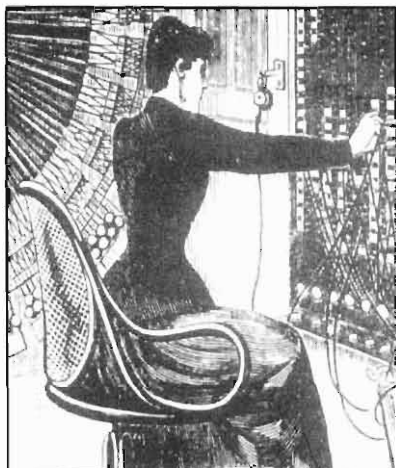
A relatively new member, Barry McLening had attended the Rally at Blenheim Palace in 2002.

He was only able to attend on the Sunday, and was welcomed by Robin Dyke, but no-one else welcomed him, and he felt like an outsider. He met a new member from Barnstable who felt the same way. He asked that Committee members make new members feel welcome at events. There was some discussion as to how new members could be made to feel part of the club. It was suggested that Section leaders be given Email addresses of new members in their area. Name badges as at Perth would help at meetings. A suggestion was made that area reps contact new members to make them feel welcome at local meetings.

Close of meeting:

Paul De Felice thanked all present for attending and making this a fruitful meeting and wished everyone a safe journey home.

The meeting closed at 15.38 hours.



tochelpline

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from abroad

0044 115 911 0960

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toc.help@ntlworld.com

Know Your Tools...



Some tool definitions from "The Chevrons", the magazine of the Citroën Car Club of New South Wales. inc, Australia

HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as kind of divining rod to locate expensive parts not far from the object we are trying to hit.

MECHANIC'S KNIFE: Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on boxes containing Genuine seats and door seals.

ELECTRIC HAND DRILL: Normally used for spinning steel Pop rivets in their holes until you die of old age, but it also works great for drilling mounting holes in the chassis just above the brake line that goes to the rear wheels.

PLIERS: Used to round off bolt heads.

HACKSAW: One of a family of cutting tools built on the Ouija board principle. It transforms human energy into motion, and the more you attempt to influence its course, the more dismal your future becomes.

VICE-GRIPS: Used to round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

OXYACETYLENE TORCH: Used almost entirely for lighting various flammable objects in your garage on fire. Also handy for igniting the grease inside a brake drum you're trying to get the bearing race out of.



If you have any further definitions we will print them here for the benefit of members. Ed

book review

by C David Conway

80 Years of Citroën in the United Kingdom by John Reynolds

First impression is that this is probably the most impressive book on Citroën in English that we have yet seen. 272 pages 33cm x 24 cm and beautifully presented, as we would expect from the prestige publishers, Dalton Watson. There are 216 black & white illustrations and a total of 170 in colour. There are numerous prints of original advertisements and brochures. Many of these will, of course, be familiar to long time Citroën enthusiasts. Nevertheless, there are many that this particular enthusiast has not seen previously.

Although the book was originally published as Citroën from A to X by CitroExpert, the new volume, written with the full cooperation of Citroën UK Ltd. has been revised and expanded with more information about the 1925 to 1986 period when the Company traded as Citroën Cars Ltd. The models produced in that era are covered in greater depth from the early Type A through Traction Avant, 2cv, Ami & Dyane to DS & ID, GS, & SM.

The book is written as a chronological history, with each chapter covering a different period of time and the models that were produced at that time. The original French manufactured cars are described and the differences between them and the Slough production. When the Slough 2CV was produced, it carried the Citroën script logo on the boot and the Front Drive, mascot on the bonnet as the name Citroën was still not so widely known in the UK. The French parent company were not happy, as they were concerned about the extra weight.

The period from 1979 to 2003, "The Peugeot-Citroën Era" is covered more briefly. However, among the details in this chapter, I learned that in the mid 1980s the Company was so determined that its reputation should rest on the attractions of its latest cars rather than the myths and mystiques of its older models that all its press

and pictorial archives were destroyed. Merely to harbour such material was declared to be a sacking offence.

The book is completed by pages of detailed statistics covering production year-by-year, chassis numbers, and paint colours of models and list of the Directors.

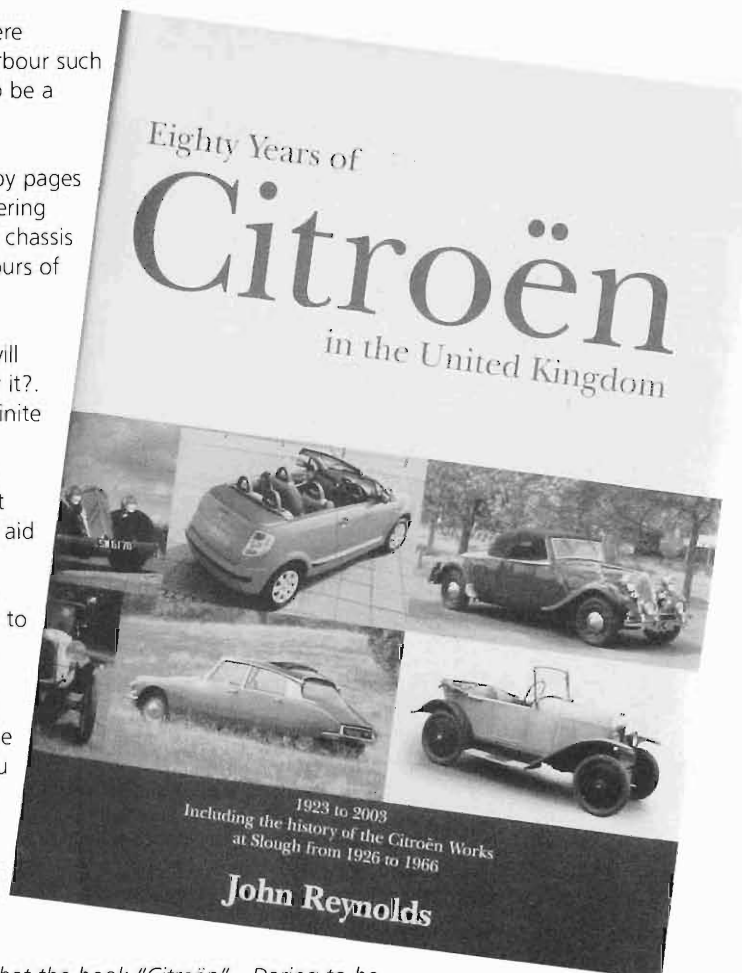
The question that you will now ask is, Should I buy it? My answer will be a definite yes! Much of the information has already appeared elsewhere, but John Reynolds, with the aid of Dalton Watson has produced the one book that you will really want to keep. However, there is much in the first book that does not appear in the new one (such as the photo of my car!) so you should have both for a more complete story.

C David Conway

Footnote:

John Reynolds tells me that the book "Citroën" - Daring to be Different, previously advertised last year might not now appear until May. Later, we can look forward to a new revised edition of his book on Andre Citroën and a new book on the 2CV. Watch this space.

For up to date information, members can contact me by e-mail: 'Citroenbooks@Citroencarclub.org.uk' or ask to be added to the list for the e-mail newsletter circulated by the Citroën Model & Memorabilia Collectors Club



ISBN No: 1-85443-137-4

Price: £39.00

Unfortunately the book weighs 2kg so postage will be £6.91.

I will have in stock as soon as I receive my first order!

C David Conway, 152 Barkham Road, WOKINGHAM, Berks.RG1 2RP

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September is still peak time in the New Forest for accommodation and camping.

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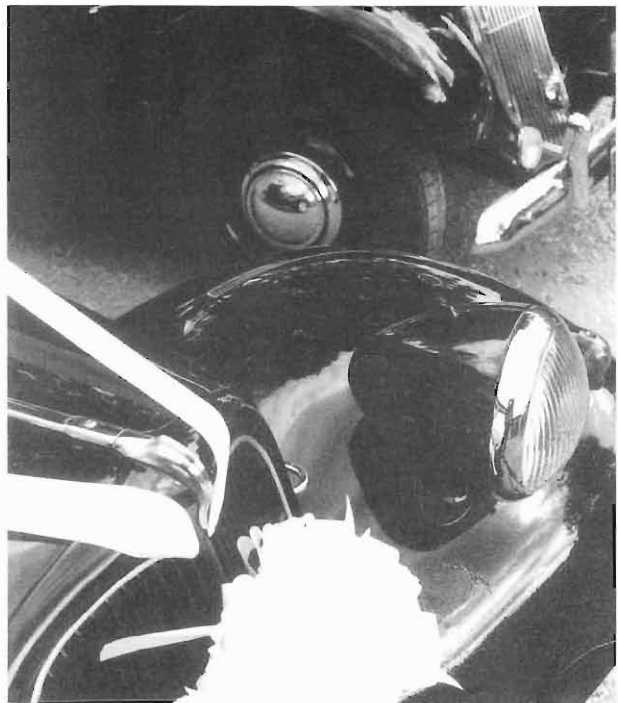
father of the bride



It was a little over twelve months ago, as I write this, in the middle of February last year, that our daughter Emily announced that she would be getting married that summer. Very soon she told us that the date would be the 23 August, oh yes, and would I drive her to her wedding in our Light 15. How could I resist such a request, what a joyful moment to drive your daughter to her wedding in the gleaming black family Traction, of course I would. At that moment the 23 August was 24 weeks away. This was very significant because the car in question was in several hundred pieces, possibly several thousand. This state of affairs was entirely my fault.

We bought our 1954 Light 15, RGW 18, in 1985 having seen it advertised in *Floating Power*. It was a one owner car with 34,000 miles on the clock. It ran but not very well so it required some work before we were able to use it, for about a year, before we took it off the road for more serious necessary work. It lingered. I picked at various jobs but it was never a priority. However Emily's request galvanised me into action. Nearly everything in front of the bulkhead needed some attention as did the entire braking system. The first jobs were to farm out the engine work and to take virtually all the chrome to be re-plated. From there things progressed steadily and the MOT was obtained at the first attempt just 13 days before the wedding.

This was not a complete rebuild, very little serious bodywork was necessary and apart from some work to the door bottoms only the four wings and the flich plates required attention and repainting. This is a car with patina. The nature of the deadline generated some stress and I do not think that we would have made it without the advice and practical support of David Boyd who became very familiar with the inside of my garage during



June and July. The wedding was in Abingdon, which is a good 70 miles from home in Worcester so a proving run was undertaken on the Saturday before the wedding. Everything went smoothly as it did on the wedding day, as the attached photos attest. The other Traction belongs to Worcester club member Derek Steele who firstly offered to lend us his car in the event that ours was not ready, and then came along anyway to transport the bridesmaids. So in the end we had two black Tractions. They were decorated with white ribbons courtesy of June and David Boyd. We certainly turned a few heads. This was definitely a club effort.

Since last August RGW 18 has covered 1400 miles with only a service and a little tinkering. Her longest outing was a 400 miles round trip to the Goodwood Revival Meeting last September during which we passed a Normale, with much fanfare, just outside the race course entrance. I believe it is customary to ask, 'would I do it again?' Well I have to! There is a very decrepit Big 6 in my garage.

by Simon Saint




toc correspondence

CULINARY ATTRACTION

Dave Winspear says his kitchen is now virtually complete and sends this photo for us to consider. He asks for suggestions for captions. The following spring to mind:

- The worlds first drive in lounge
- There is a beautiful view from the lounge.

 Send any other suggestion to the editor for next issue. Ed



1995 AND ALL THAT!

I've been a little remiss in writing to the club, but I was looking through a back issue (Feb 1995) and Nigel Webb was wondering about Roadster EJJ 922. It's alive and well, and will be painted in March 2004. Most of the parts are there, including all the roadster parts. I have also traced the owners back to 1950; they were stunned to have the car resurrected!

Yours sincerely

Tim Walker

A QUESTION OF BRAKES

I have just enjoyed reading the Dec/Jan Floating Power and am indeed one of those who, as Paul De Felice hopes, have been toiling in the garage. I, with some expert help, have been fitting new Roger Williams drive shafts. The work is now almost complete and I am extremely grateful to Roger and to the various TOC members who have been so helpful during the process.

I was also puzzled by the curious brake set up at the front, then right on cue an explanatory drawing appeared in the Magazine! My local garage, who have quite a reputation for works on classic machinery, have suggested replacing the fixed pins with a floating adjuster from a Mini Metro - a project for next winter perhaps. I would appreciate thoughts from any members on the practicality of this idea.

Yours sincerely,

Bernard Crockford

FUEL DILEMA FOR IRELAND

Dear Yves,

I have been intrigued by the articles in Floating Power concerning converting a Citroën Light 15 to run on diesel fuel. The idea is excellent but it seems such a shame to replace the original engine and so I am led to wonder how the existing power unit might be adapted to run on an alternative to fossil fuels. It is the prospect of participating in the Irish tour that prompts me to think about alternative fuels and especially Guinness. According to my sources, this wonderful liquid is readily available throughout the Republic and actually flows like water in the streets of Dublin. It would seem to be an ideal substitute for petrol if the combustion system can be adapted to use it. I therefore seek your technical advice on the feasibility of converting my Light 15 to run on Guinness or, failing that, your suggestions for any other alternative fuels that might be readily available in Ireland. I am currently using the standard post-war 32PBIC carburettor but I do have access to a pair of twin Webbers should they be more suitable to any conversion.

Best regards,

Tyrone Parker-Lott

Dear Tyrone,

I do not recommend that you try to run your Light 15 on Guinness. This excellent Irish brew is best reserved for drinking. You only have to consider how gently it must be poured and the time needed for it to settle, to realise that it would not travel well in your fuel tank. A more suitable local fuel might be potheen. I have not actually conducted any tests on this highly potent liquor, but I recall that methanol was used in racing engines some years ago. You would have to replace the jets on your 32PBIC carburettor with jets of a much larger bore, possibly 4 or 5 times oversize. Also you would find that the engine would run much cooler, in fact you might be able to dispense with the radiator (although I suppose that you might be able to re-utilise it in the distillation process).

Kind regards,

Yves Haft (Dr)

UK Traction Avant Research Centre



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.

tocsection scene

West of England

As usual we kicked off the 2004 Tractioning year with our January planning meeting at what seems to have become our spiritual home - the Tunnel House near Cirencester. This rather quaint establishment at the eastern end of the Thames to Severn Canal tunnel has been renovated during 2003 and, despite the addition of an extended dining room, we found that it has lost none of its character.

The 2004 programme was decided at the meeting and represents a significant change in approach to our local meetings. We have decided on three major meetings for the year, with each one including a visit to a place of interest in addition to the usual Sunday lunch. We have also timed them such that there are no clashes with major national and international Traction functions. The decision is based on experience over the last couple of years when it has been found that nine or ten monthly meetings are too much of a commitment and simply dilute the attendance at each one. Those where a special effort has been made to arrange a visit to a place of interest have generally been well-attended.

April 18th Visit to the Organ museum in the Forest of Dean, organised by Mike Tennant. (This is not a ghoulish medical excursion!)

May 1st-3rd Irish Raly

June 11th-13th Dunkerque Rally

July 14th-17th Brittany Rally

August 8th Canal boat trip on the Avon between Bristol and Bath to include lunch on the boat. Firm numbers will be required for this event.

September 3rd-5th Annual Rally in the New Forest

October 10th Visit to Blaise Castle Estate, Bristol

As before, details of each meeting will be circulated to the "regulars". All you have to do to become a regular is to give me a call and I will add you to the list. E-mail is ideal but I am quite happy to send out details by post if necessary.

Here's to another happy year's Tractioning.

John Ogborne

Email: jogborne@onetel.net.uk

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).

South Midlands

May 8th 2004

Please let me know if you are coming to our meeting at Mapledurham. We meet for lunch at the Pack Horse Inn at Chazey Heath, 2 miles north of Caversham (Reading) on the A4074 (Woodcote Road). Mapledurham House and Grounds are open from 2pm.

July 10th & 11th 2004

The Woodcote Rally is a festival of steam, vintage & veteran transport with entertainment for all the family. Crafts, trade stands, children's entertainment, protected animals, air displays, parachute jumps and CAMRA's famous Festival of Ale combine to make it South Oxfordshire's premier event of its kind. Entry is free for exhibitors, but you need to book in advance. Please let me know if you want to come.

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Email: robindyke@btinternet.com



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tocclassifieds

NOTICE CONCERNING ADVERTISING

RATE CARD

Charges for advertising in *Floating Power*

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

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

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

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

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

CARS FOR SALE

Light 15, This car is a 1947 model owned by my father and is in original condition, It requires both repairs to the bodywork and mechanics. The car has been dry stored since the late '80s and is offered for sale with a substantial cash of new and second-hand spares, including body panels for the sum of £5,500. Call Clive Baker on 02392 374 471 (Waterlooville)



Familiale, 1956. Excellent, un-welded original condition. Runs well. Full MOT, offers around £5,500. Call M Vickerstaff on 01209 821 979 (Evenings)

1937 7C, This car is in remarkable condition and should only require the minimum of restoration work to get this car back in running order. There is very little rust, except the shelf under the dash, which will need replacing. The car requires re-assembling and is minus its radiator. It also comes complete with a set of Pilote rims and trims. Call Ron Caldicott on 01745 590 468 (Rhyl)



1952 Paris Built 11 BL, Black, Big Boot, MOT, Restoration completed in 1998. Engine professionally rebuilt (DS19 block). Gearbox overhauled by Jonathan Howard, rewired, braking system renewed (converted to silicone). All chrome parts and bumpers renewed and many other parts. Family circumstances force sale. £4,500. Tell/fax 0191 527 0152 (Durham) e-mail: ali_idrissi-sbai@doctorupdate.net



Ivory 1951 Light 15, Slough Built, RHD, HNT 968. Well known prize winning club car, current owner 11 years, totally restored and in immaculate condition, only 10k since 4 speed conversion with new ID engine by Roger Williams, total bare metal respray by Dennis Ryland 3 years ago, new carpets and leather interior, servo assisted brakes, stainless exhaust, new alternator, new front & rear silent blocks, new wishbones, new brakes, all drums skimmed etc. This car has been maintained regardless of cost and is only being sold due to impending arrival of new project and lack of storage space. £11,000 ono. Call 020 8360 6837 (London), e-mail pauldefelice@btinternet.com for more pictures or phone mobile 07778 053 873 anytime. Will only be sold to a good home.



1952 11B Normale, big boot, LHD, black, new grey cloth interior, exhaust, tyres, rewired 12v alternator, conversion, H4 lights, stainless bumpers, new chrome, excellent all round condition, £5500. Call Steve Thompson on 01964 533 433/535 287 (Yorkshire)

1955 11BL Legere, big boot, LHD, black, recent mechanical overhaul c/o Classic Restorations otherwise original, unrestored, new m.o.t, £3000. Call Steve Thompson on 01964 533 433/535 287 (Yorkshire)

Must clear as valuable space being taken up. The remains of an abandoned Prefect. Two Slough Light 15 cars (not in the best of condition). For sale or to break for spares. Prices very negotiable. For further information Call Colin Archibald on 01422 363 774 (Halifax)

Citroën C6F 1929 RHD, Very good condition for year. Car been garaged for last two years due to other commitments hence its time to say goodbye. Black & Maroon with Maroon leather upholstery front & back and personalised number plate. Bills for work completed by Classic Restoration, Offers Please. Call Steve on 020 8244 2374 (after 6.00pm)(London)

Miscellaneous

"Automobile Repair" edited by E. Molloy, c. 1953. Set of 4 books including chapter with illustrations on overhauling Citroën Light 15 as featured in 'Totech forum' articles in *Floating Power*. Set also includes slipcase containing datasheets for all the models featured. In v.good, clean condition. £40+p&p. Call Rob Wade on 01837 53308 (Devon), e-mail: robert@pam711.fsnet.co.uk

Traction model 1/20 scale by Champion. Black with yellow wheels. Opening doors with grey interior and bonnet with engine detail. S1, worn and tired paintwork but extremely scarce and difficult to find in any condition. £35. Call Rob Wade on 01837 53308 (Devon), e-mail: robert@pam711.fsnet.co.uk

Traction model 1/20 scale by Eligor. Red with red wheels and "Sapeurs Pompiers de la Rochelle" decals on front doors. Opening bonnet with engine detail, opening doors. Mint condition, no box. £35. Call Rob Wade on 01837 53308 (Devon), e-mail: robert@pam711.fsnet.co.uk

French Dinky Traction model 1/43. Black with cream wheels, big boot. Play worn with paint chips and ideal for restoration! £30. Another, as above, in much better condition with few small paint chips. £40. Call Rob Wade on 01837 53308 (Devon), e-mail: robert@pam711.fsnet.co.uk

Set of 16 postcards. Issued in early 80's by French Traction club La Traction Universelle and showing b&w photos of various Traction models in different settings. A nice set in mint condition and very scarce. £30. Call Rob Wade on 01837 53308 (Devon), e-mail: robert@pam711.fsnet.co.uk

Quality B&B in the Highlands of Scotland. Visit the wonderful north west highlands of Scotland and enjoy a stay at Easter Badbea, situated on the shores of Little Loch Broom. We have one twin-bedded and two double rooms with full facilities and a spacious guest lounge with panoramic views of the loch and the mountains. Ideally situated for hill walking and bird watching. B&B £25 per person, based on 2 sharing one room. Discount given if you turn up in your Traction! Like to find out more? Call Paula or Phil on 01854 633 704, e-mail: philandpaula@easter-badbea.co.uk for further information. 1/1

WANTED

WANTED, for '53 Light 15 - Starting Handle and Steering Wheel. Would prefer sprung type wheel but the standard one will do, as mine is cracked. Call Mike Wortley on 01509 502 708 (Leics)

WANTED, Big 15 for total restoration, anything considered (don't need engine/gearbox). Call Tom Evans on 01508 471 737, e-mail: tiger.tom@virgin.net

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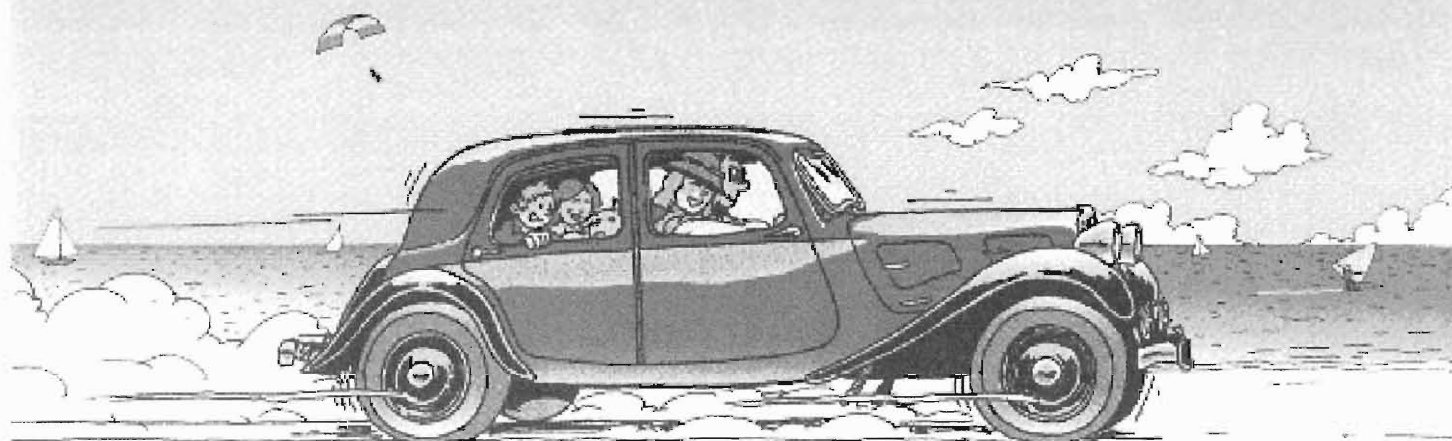
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Dunkerque

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