

Floating Power

November/December 2004



toccontact



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Editorial

Wow, me as editor of Floating Power magazine - I can hardly believe it. But here it is, my very first edition. I must say, I'm honoured and excited about my new role and I really must thank Richard Hooley for his help and advice. Richard has been a wonderful editor over the last five years and it will be difficult to follow in his footsteps, but I've committed myself and I will do my utmost to do as professional a job as Richard did.

One thing I'd like to make crystal clear: As the new female editor, please don't worry that there'll be a 'knitting circle or recipe corner' appearing in future issues of Floating Power. I am very aware that the Club exists to keep our beautiful cars on the road and the technical articles and advice are invaluable to the members.

My aim is to keep the magazine to its present high standard and try to get some interesting articles and interviews which will be of interest to you, the readers.

I would also like a section entitled "Ask the Experts", where members can write in with their technical queries and we can print responses from the vast array of technical expertise that exists within our membership.

I'm sure you have noticed that this issue of Floating Power is slightly thicker. This is to try to compensate for missing issues which, due to circumstances beyond his control, Richard just did not have time to produce.

I'm certain you would like to join me in thanking Richard for the tremendous hard work and commitment he has put into his five years as editor of Floating Power. Thanks Richard.

Pat De Felice

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Front Cover



1953 Big 15, Big Boot
Phil Stanton

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Outgoing Chairman's Note

November 2004

Hello and welcome to the latest issue of Floating Power.

Firstly, I would wholeheartedly like to apologise to all of you on behalf of the Committee for the missing publications of Floating Power over the summer months, but unfortunately Richard Hooley has been put in a difficult situation by business pressures outside his control and it has been impossible for him to produce the magazine. We are all really sorry for the inconvenience it has caused many of you, especially those of you where it is your only contact with the Club.

This is the first magazine after the AGM and there are several administrative changes in the running of the Club to announce.

Firstly, I have both enjoyed and at times been stressed out at being your Chairman over the last four years and decided to step down at the AGM for a long awaited rest. John Osborne has been voted on as your new Chairman, taking over after the AGM and I wish him every success in his new role, which I know he is relishing.

Richard Hooley, after editing Floating Power for the last five years, has, because of business pressures, decided to step down. I would like to thank Richard for all his hard work over the years, and, after all both the praise and stick he has taken, he has soldiered on relentlessly and put a new dimension on the magazine which has become a marvellous publication, enjoyed by all of us.

Pat De Felice has taken on the role as your new editor and is enthusiastically looking forward to maintaining the high standards set by Richard.

Keith Feazey, after some ten years of running the Club Shop together with Audrey, has, for health reasons, decided to step down for a well earned rest. I would like to thank both Keith and Audrey for all their efforts over the years, lugging the shop around in the back of their car to all the Annual Rallies and the wonderful service they have provided for all the members throughout the years.

David Butcher who has both set up and maintained our Club Website for a number of years also steps down and I would like to thank him for all the work he has done in not only putting the TOC on the worldwide web, but producing a site that is exceptional in presentation and has really put us on the map.

John Gillard has been voted on as an Honorary Life Member of the Club in recognition for all the help he has given both the Club and its members over the many many years since its inception and still continues to do so behind the scenes every day.

Four members have also joined the administrative ranks of the Club: Steve Shinebroom is now taken on both running the Club Shop and the Website; Tim Walker and James Yeats have both joined the Committee, and Lynda Osborne has taken on the post of minutes' secretary. I wish all the newcomers every success and their roles and the enthusiasm they bring with it.

See you all soon.

Paul De Felice

Incoming Chairman's Note

On behalf of the TOC I would like to welcome you to the last issue of Floating Power for 2004 and to thank the new committee for having selected me as your incoming chairman. Paul De Felice has done an excellent job over the last four years in steering the TOC through the sometimes stormy seas of club organisation. It is often difficult for members to appreciate the amount of work that goes into running the club and none has been more dedicated than Paul in providing the services that you all need to keep your Traction on the road. He will be a hard act to follow.

As you will be aware, there has been some difficulty in getting Floating Power issued during 2004 and Richard Hooley explained the reasons for this in the last issue. I would like to add my appreciation of the outstanding quality that Richard achieved during his period as editor; Floating Power has become the envy of many much larger clubs. Well done Richard and good luck to our new editor Pat De Felice - I'm sure that the magazine will continue with the same high standard.

Remember though, no matter how good the editor, the content is only as good as the articles and letters that you, the members, contribute - keep them coming.

You should find an extra sheet inserted into this issue - the Members' Survey 2005. It is all too easy for the committee to lose touch with the bulk of the members, to assume that all is well and that things should carry on as before. The survey is an opportunity for you to tell us what you really think - and we mean that - let's have it, "warts and all"! The questions are fairly general and mostly multiple choice but there is a space where you can be more specific if you wish. Please take ten minutes or so to fill it out and return it to the address at the end of the form. The survey is designed to be anonymous but there is a space for your name and address if you wish - it might help if we need to address some specific points that you raise. You may also send in your survey by e-mail in any style as long as the answers are clear.

We would like to analyse the results in time to present the findings in the next issue of Floating Power, so please send in your survey forms as soon as possible. The next step will be to develop a plan to address the problem areas in order of their significance and start to make the necessary changes. We cannot promise to satisfy everyone and, in common with all small national and international clubs, the geographical spread will always present difficulties. What we can do is to encourage involvement at all levels to make the TOC as democratic and responsive as possible.

Let's make the year that we get more Traction than ever on the road and the highest ever attendances at rallies. Enjoy 2005!

John Osborne

Anniversaries

 45 years ago...

1st November 1959, the first section of the M1 was opened.

 125 years ago...

Thomas Edison first demonstrated incandescent light - in private at Menlo Park, New Jersey on 20th December 1879, and then publicly on 30th December.

Peking to Paris Motor Challenge 2007

Alan Crisp's Cream Machine is signed up for the Peking to Paris motor challenge 2007. This is to celebrate the first P2P run in 1907 which was the first ever trans-continental motor marathon. Those pioneers ventured out 100 years ago, had no known roads for the first 5,000 miles, so no maps, no petrol stations...and no mechanics placed at points along the way. It seems the routes that the pioneers drove in 1907 are today perfectly feasible but a Reliant Robin could romp it and the driver would die of boredom in the process. The roads are simply too good. So the organisers have picked a route that would make a memorable drive to enhance the pleasure of driving an older car, dodging trucks and hammering down miles of dull tarmac is a last resort.

The route goes across China, through the Gobi Desert and into Mongolia and across the vast prairies first rallied by Genghis Khan and into Russia.

All this will test the elderly drivers of the Cream Machine. I have no doubts that the car will stand the challenges but you never know.



New Members

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

- A. Piper, Loughton, Essex
- J. Barnes, Monks Kirby, Warwickshire
- E. Willard, Thornhill, Southampton
- J. Fraser, Brome, Eye, Suffolk
- G. Hamhill, Canterbury, Kent
- A. Loysen, Pougues Les Aux, France
- S. Fothergill, East End, Newbury

tocshop

TRACTION
OWNERS
CLUB



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£20.00

inc UK postage & packaging

ITEM	PRICE £ sterling
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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
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MODEL

Autosculpt Traction (pewter like finish) £4.50

A range of hand made Hallmarked Silver Items. Silhouette Tractions 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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Going Spare

If all has gone according to plan you should have the new edition of the TOC Parts List and Prices included in this copy of FP. It replaces the previous edition of April 2003.

In producing this, there is always a lot of manual updating to be done to check the new list against the club stocks and current prices. We hope that in future the stock/invoice system will run more in line with what's required to produce the published spares list. This will allow quicker updating and more regular lists being available.

We hope to have spotted any errors too, but if some have escaped, then our apologies, and please let us know!

There are a few price increases, but not as many as I would have expected and also some price reductions as Chris takes advantage of bulk orders or new suppliers. The range of stock has also increased as new items are obtained and where this occurs between editions of the list, we will notify you via this Going Spare column.

There has also been a small layout change in this edition of the list. Previously some items were shown as "used /A1 condition /service exchange" in the main list. For administration purposes these have now been moved to the 'used parts' section and identified as "select used" items. So, have a good look at this section as it contains some very useful and usable bits that are not able to be listed with the new and reconditioned parts. As we sort more of the used stock which the club has acquired, this list of good-value items should increase.

If you have any comments on the list, please let us know.

Tony Hodgekiss
01243 781040.



REPAIRS & RESTORATION QUICK REFERENCE GUIDE

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Fax: 01608 642973

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Car owners face new tax

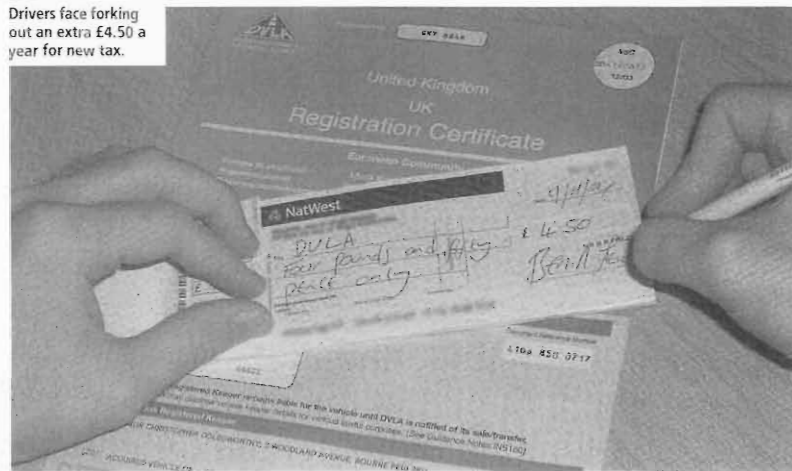
CLASSIC CAR drivers could be hit by a new stealth tax under controversial proposals put forward by the Driver and Vehicle Licensing Agency (DVLA). The DVLA plans to introduce the tax for all cars registered on its computer system – even vehicles that are not roadworthy.

Critics warn the charge will effectively be a tax on owning a vehicle. Under the plans, the DVLA will collect an extra £155m a year on top of the £36 billion that drivers pay to the Government. But the DVLA says the money will be used to offset the cost of first registrations for new cars and cut the costs of issuing photo drivers' licences.

Drivers will pay an extra £4.50 a year when they renew their road tax. The fee will also apply to disabled drivers, pre-1973 classics and cars that have been kept off the road under the statutory off-road notification (SORN). None of these categories currently pay road tax.

'At first sight, £4.50 a year might not sound very much,' said Nigel Humphries, from the Association of British Drivers. 'But it sets a dangerous precedent.' Humphries added: 'Why should drivers pay anything for the details of

Drivers face forking out an extra £4.50 a year for new tax.



'Why should drivers pay for details of their cars held on computer?'

their property to be held on a computer?'

His point was underlined by the Federation of British Historic Vehicle Clubs (FBHVC), which called the proposals 'grossly unfair' and warned they marked a return to the discredited attempts of the Eighties and Nineties to make motorists pay an annual fee.

Andrew Burt, FBHVC chairman, added: 'The proposal affects all motorists but the suggestion that there will now be a charge for obtaining a mid-rate Vehicle Excise Duty (VED) tax disc for pre-1973 cars and a charge to make an annual SORN declaration will hit the historic vehicle movement hard.'

Now the FBHVC is urging drivers to sign a petition to stop the introduction of the tax. Classic car clubs are also set to print copies of the petition in their latest newsletters.

You can see details of the full proposals at dvla.gov.uk or print off a petition form from the FBHVC website: fbhvc.co.uk

Courtesy of Practical Classics Dec 2004



SCOTLAND PROVES CHALLENGING FOR MALTS

JUST FOUR gold medals were awarded to Scottish Maltis rally competitors at Glenaeles after a week of challenging competition, stunning scenery and Highland hospitality. David and Jackie Baird snatched overall victory in their 500kg Citroen Traction Avant from Monty Kerlan and Odair Molant in their 330bhp 1971 Oldsmobile. 'We're the only ones

who've done every Maltis in the same car,' said David Baird. 'Mind you, we nearly lost it on the Le Mans-start standing quarter mile test – the other boys in our class were touch faster.'

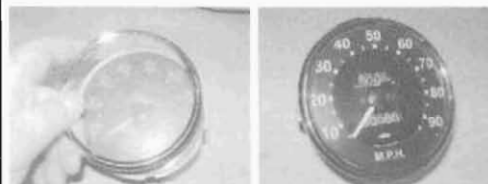
Cars varied from Vintage Bentley and Frazer Nash to Jensen Interceptor and Oldsmobile 442 convertible, with Big Healeys, Mini Coopers, Jaguar XKs and E-types in between.

Competitors braved headed wintests and running in torrential rain for the Le Mans start. Mini Cooper S co-driver Peter Harris kept his crew's gold medal only by running more than a mile to dock in at a control when they ran out of petrol, while pre-war gold medallists Philip and Heather Nine-Taylor lost time extracting their 1929 Frazer Nash from a ditch.

Courtesy of Classic Cars Magazine Dec 2004

ADVERTISEMENT

Replacement of Round Gauge Decals on Slough Traction



Before

After

Most round gauges on Slough built Traction have yellowed with age. The cause is the deterioration of the plastic decal disc due to sunlight.

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Call T.O.C Spares
on 01243 511378

Brittany Tour – 2004

Tony Piper reports on a smelly French adventure.

This was to be a new adventure. Last year together with my wife and friends Hazel and Steve Shinebroom we had enjoyed our first Brittany Traction Car Rally. The sun had shone fiercely and we had stayed in a fine Chateau with all mod cons. This trip was to be totally different.

Our wives were left behind and together with Paul De Felice it was going to be three men in a tent. **Yes a tent.** Somehow 54 years had passed me by without my gaining entry into a tent. How would I cope with such strange accommodation and without my wife?

Our journey started on Tuesday evening with Paul driving Steve and myself to Portsmouth to meet up with the overnight ferry to St. Malo. Early in the proceedings a smell reminiscent of burnt cakes was being emitted somewhere from the car.

A quick bonnet inspection found nothing untoward but the smell was still in evidence and it would take until the next afternoon to ascertain its origins.

The crossing to St. Malo was uneventful and after a fitful nights sleep due mainly to strange noises in the cabin it was full throttle to meet up with the convoy.

It was when we stopped for our picnic, having already met up for oysters and wine, that the puzzle of the burnt cakes smell was solved. Paul's boot was packed to the rafters with his camping gear and the heat from an unknown light in the boot had slowly started to melt the fabric of one of the sleeping bags. Paul had said before the journey that the sleeping bags were nice and warm. He hadn't said that they would turn into ash.

Our first meal at our campsite was a splendid affair and after a few cigars and one or two glasses of wine it was time to turn in. Paul and Steve were sharing the larger tent with me about to lose my virginity (in camping terms) in the smaller one. Surprise, surprise, my bed which had been fully inflated before dinner had miraculously gone flat. The joys of camping were upon me. That first night I spent some time before I drifted off to sleep acquainting myself with more strange sounds. From one tent I recognised the sound of snoring, but the sounds from Paul and Steve's tent I was none too sure as to their origins.

The next morning having survived my first night under canvass, it was off to the showers. Being a complete novice or should that read idiot, I managed to undress in the shower only to find I was the only person in France who did not know how to operate them. A quick dress and off to find a different shower. I was learning slowly.

We enjoyed a splendid day at the port of Brest and after a cloudy start the sun really shone. I think everyone had a good time and the drivers could take things easy after their exploits the day before. The tall sailing boats were a joy to behold and there were many interesting side shows accompanied by various groups playing music to keep us occupied. Another superb meal followed made all the better by delightful company and splendid wit that evening.

The second night in the tent and by now I was to begin to recognise all the sounds from the other accommodation. It was the strange sounds and smells from the tent next door that I couldn't fathom out.

By now it was Friday and a long drive was to be the order of the day.

After a heavy night's snoring Bernie was not feeling on top form. Steve drove Bernie's car and Pearl joined Paul and myself in Paul's car. Having been sitting behind Steve and now sitting behind Pearl it was amazing how the French

Steve, Paul and I



Traction stop at the Oyster shop





Car-nival a-Traction



Picnicing in the best company

countryside opened up to me. It was another great day with beautiful scenery and to see so many people waving and smiling as our convoy of Tractors passed through quaint hamlets, villages and towns was delightful. In fact after leaving our picnic site and entering the next small town, swarms of people came out to welcome us as we drove past. Although a carnival was in full flow and we stopped to watch the fun, it would be nice to think we were the main at Traction!

Friday night's meal turned out to be a rip roaring affair. Although it had been a long day everyone seemed determined to let their hair down. (Those of us who have hair of course). The music was playing from the start of the meal and it only took one or two shandies to get the place rocking. All this before the annual shows put on by the French hosts and mainly British contingent.

The hosts treated us to a song celebrating the Traction Avant and incorporating a verse depicting the British show of last year when Bernie, Peter, Dave, Terence and John became Monty Python strong men with the help of Pearl and Maureen. The song brought back happy memories of last year's hilarious show. This year was

Tall Boats of Brittany

to be no different as Pearl and her boys took the stage. The idea was for Pearl to play music on the naked stomachs of the larger boys in the group. The French went wild as the shirts fell to the floor, but the sight of Pearl knocking nine bells out of the boys brought the house down.

Soon it was time to head back to the tent. Three of us would all sleep in one tent for this last evening to make things easier for departing the campsite next morning. This night the strange sounds and smells seemed to be a lot closer than on my previous two nights.

Saturday found us heading towards Moncontour, a very picturesque old town. After spending a delightful hour or so it was time to depart for our picnic. In the little time I have been touring I know it is compulsory for someone to break down. It was Bernie's turn. I would like to say that I instantly knew what the problem was but decided to keep quiet and let Bernie, Steve, Paul and Peter do things their way. Obviously that was the correct decision as I hadn't got a clue. Another enjoyable picnic over it was time for us to curtail the rest of the tour and head for an early ferry back to Portsmouth. There was a minor panic when we drove to the

check in. The Chairman had mislaid his passport and the thought of having to unpack all the luggage to find it was not one we were looking forward to. Luckily, it didn't come to that as The Chairman regained his memory in time.

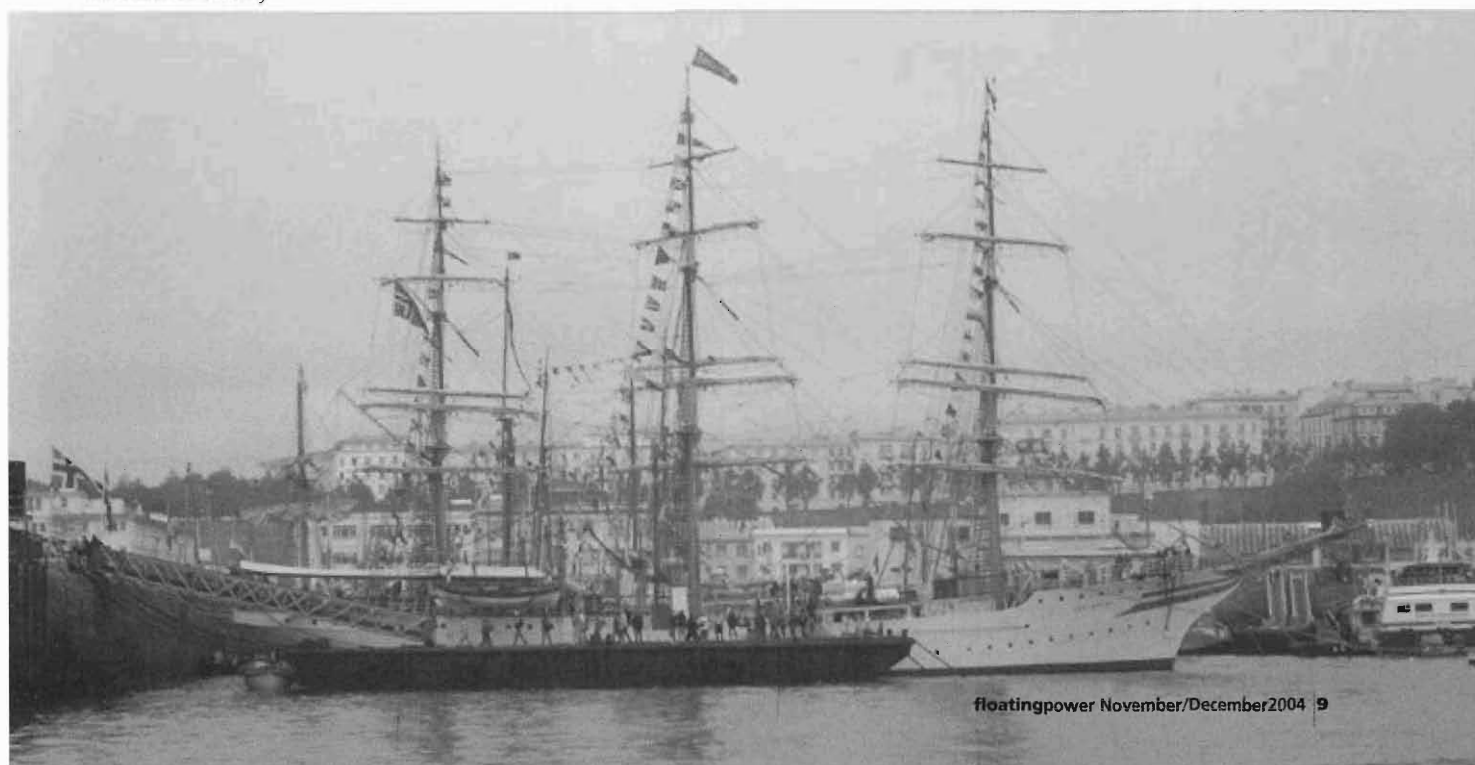
Thanks must go to all who had a hand in organising such an enjoyable event and that includes the bikers who do such a great job.

Thanks to Paul and Steve for putting up with such a novice especially to Paul for providing the camping gear.

That evening after managing to eat another splendid meal on board Brittany Ferries and having indulged in a few more shandies we staggered to our cabin. Sharing the berth with the boys I was finally getting to the bottom as to the origin of all those strange sounds and smells.

Having waited 54 years to venture into a tent, shall I do so again? I shall answer that in the 2058 edition of our favourite magazine.

Tony Piper



Annual Rally 2004 – New Forest

After one of the wettest, coldest August weekends I can remember, we set off on the first weekend of September, which was verging on tropical!

After checking into our hotel, we mosied on down to the camp site, where Pam and Richard and their team of merry helpers had everything organised – the barbeque was blazing away and drinks were in the fridge – it was like being in an hotel!! We were given our rally packs and our instructions by the very organised Heather and settled into a very sociable evening. The one thought in most of our minds was 'supposing the rally had been the previous weekend; it would have been a complete washout'. But it wasn't and we all enjoyed the warmth of a late summer evening. But all good things must come to an end and off we all went to bed as we had an early start the next morning so that our large contingent could move smoothly through the beautiful scenery of the New Forest.

So at 8.30 sharp(!!!) we all set off, over the cattle grid, into Nomansland and into the heathlands of Fritham, Bolderwood Arboretum and along the Rhinefield Ornamental drive, which had some exotic trees – Red Spruce, Lawson Cypress and West Red Cedar, many of which are thought to be some of the tallest of their kind in Britain. It was whilst driving along here that we went over several cattle grids

and we got used to the rumbling, rattling sound our cars made as we passed over them. We were driving behind Walter and Noëlla Callens from Belgium and his car made the usual sound – that rumbling, rattling, cracking sound we were all making, when suddenly Walter jumped out and we realised that his was the only car that made that 'cracking' sound. Within seconds, Paul De Felice, Dave Hackett, John Ogborne, to name but a few, had jumped out and were assessing the situation. The prognosis wasn't good – his suspension had collapsed. Fortunately, Walter and Noëlla had brought their Traction over on a trailer so Gavin, who was driving behind in a 'modern' car to pick up casualties, took them back to their hotel to collect the trailer and they then rejoined us.

Driving through Brockenhurst was truly beautiful: I knew there would be the

famous horses, but what I didn't expect were cows standing in the middle of the road, looking at us as if we were mad, then rather reluctantly, moving off slowly to let us pass. At one point Steve and Joy Southgate passed very quickly as they were in their Roadster, with the top off, and one particular cow turned its back very slowly and was well positioned to... well you can imagine what! We passed horses, ponies, donkeys, including the fluffiest young donkey I've ever seen. There were even cows and horses window shopping.

We then went on to the market town and ancient sea port of Lymington where we shopped for our picnic lunch and had a look round the 700 year old market. Then we were off to Bucklers Hard, where our cars had pride of place. After a lazy lunch in the sun we went on a river trip along the Beaulieu River

Designed to stop cattle or Tractions?



Bucklers Hard



We then left for our return journey which took us through the beautiful village of Beaulieu, home of the Montagues who have the largest collection of motor vehicles in the country; but no time to stop as we had to get back to Dunwood Manor Golf Club for the evening. Again, Pam and her team, with their superb organisation, had put on a wonderful evening for us. It was another warm late summer evening and we ate, drank and were very merry, dancing late into the night. Then it was off home as we had a 9 o'clock start back at the camp site for the driving tests (car and golf). This was

great fun to watch, especially Tony Piper, who was standing on the back bumper of Steve Southgate's car, navigating. All this cheating didn't get them anywhere as the test was won by Mark Harding.

Then it was on to Breamore House, with another spectacular drive through the forest through Fordingbridge on the banks of the River Avon. We arrived at Breamore, where we lunched in the grounds then visited the beautiful Elizabethan Breamore House, with its beautiful collection of paintings, tapestries, porcelain and period furniture.

Then back to the grounds where the judges had been working hard judging the cars.

Then it was time to say our goodbyes. It was a wonderful weekend, in a wonderful setting, with wonderful weather. Pam, Richard, Peter, Heather, Gavin and the rest of the team did us all proud. It all went without a hitch; they had all worked long and hard, covering every last detail, which resulted in a truly memorable weekend.

Pat De Felice

Winners were:

	Winner		Runner-up	
Best First Time Entry	Steve Shinebroom	53 Big 15 655 UXB	John Kyle	54 Light 15 MVS 365
Best Post-War Car	Peter Marley	54 Light 15 VPD 897	Steve Shinebroom	53 Big 15 655 UXB
Best Pre-War Car	Mark Cooper	38 11BL Roadster CAS 830	Fred Annells	38 Faux Cabriolet ENE 422
Best Car In Show	Peter Stenner	34 7C 580 TPD	Mark Cooper	38 11BL Roadster CAS 830
Master Class	Derek Fisher	49 Big Six TSU 220		No Award for Runner-up
People's Choice	Derek Fisher	49 Big Six TWU 220		No Award for Runner-up
Stan Barker Award (Traction with Least Attraction)	James Yeats	57 Normale VSU 502		No Award for Runner-up
Barbara Longden Memorial Award (Services to TOC)	Robin Dyke			No Award for Runner-up
Driving Skills	Mark Harding	53 Légère		No Award for Runner-up
Disaster of the Year	Walter Callens	34 7B 6 BF 447		No Award for Runner-up
Special "Golf Driving" Awards	John Kyle & Sue Simper			
Special Commendation (For Non-Members)		No award this year		
Best Overseas Visitor's Car		No award this year		
Furthest Driven		No award this year		

Tractions gather in the picturesque clearing



International Classic Motor Show

22nd, 23rd and 24th October 2004

Another show over, another year passed, the Classic Motor Show seems to come round so quickly these days.

This year the Organisers changed the date from early November to late October, probably not realising that it was school half term holiday for most children, and many parents and children would be jetting off for some last minute sunshine. Certainly for the Traction Owners Club stand it seemed quieter than usual, the extra day, Friday 22nd was extremely quiet, possibly the £20.00 charge putting people off and also the fact that for so many it was a working day.

The cars displayed this year were:

- Steve Southgate's beautiful Roadster 15/16 in black, which drew a lot of interest and admiration.
- Peter Marley's superbly turned out 1953 Light Fifteen, in Delage Red with Black wings.
- Mike Wortley's lovely 1953 Light Fifteen, BHC 502 in Burgundy.
- John White's nicely presented 1952 Normale in Black.
- Fred Annell's 1938 Faux Cabriolet in dark blue.

This is the only one in England, and one of only five right hand drive Faux Cabrios ever produced at Slough. The whereabouts of



another three are known, the fifth seems to have vanished. Fred has now passed over the ownership of the car to his son Barry.

It seems very early to talk about next year's show but we need to plan well in advance, and would like to appeal to members to come forward and offer their cars for showing, and their help in planning a really good display and also help in manning the stand. The dates set for next year are 4th, 5th and 6th November, back in line with previous years and using the three main halls, also as in previous years.

Please support your club and participate in this event. Contact Mick and Moira Holmes on **0115 911 8218** with offers of cars, ideas etc.

We have already made application for a stand stating we hope to display some 10 cars, both rear and front wheel drive cars and we will again be joined with the Citroën Car Club who also wish to display a similar amount of cars with their emphasis on the 'D' series as it is the Fiftieth Anniversary of the launch of the 'D'.

We would again like to thank Peter Simper and Peter Marley who spent the entire weekend on the stand, all those who showed their cars and to all the other helpers on the stand.

Moira and Mick Holmes



CITROËN

toctech



volume 1

Maintenance **20**

●
 **ELECTRICS**

- Fuel Gauge Repairs

 **ENGINES**

- Oil Filters
- AC Fuel Pump

●
 **TRANSMISSIONS**

- Driveshaft and
Brakedrum Tapers

 **SERVICE**

- **15hp/11cv Traction:**

Service schedule

Useful information

Fuel Gauge Repairs

Alec Bilney describes his method for fault-finding and repair of the Traction fuel gauge. A particularly useful feature is the provision of two flow charts to help find where things have gone wrong. This article is a useful companion to the one by Steve Reed published in the August/September 2003 issue.

Ever since I purchased my Paris-built 15six Familiale, the petrol gauge has shown nothing at all and I have used the odometer to remind me when I need to refill. As long as I remembered to zero the tripmeter at each fill-up, that was fine, but lapses occurred and if it was months between journeys, as can happen in mid-winter, the element of uncertainty was high. I relied on a spare gallon in the boot – unless a previous journey had required it to be used and the jerrycan was empty, and... you will, I am sure, recognise the Rembrandt.

In Floating Power of September 2003, Steve Reed had presented a step-by-step guide to fixing duff gauges. This was just what I wanted, because the electrics are the hardest part of a car to understand: the units usually look exactly the same whether they work or don't. I was determined to make my gauge work in time for the trip to Interlaken for the 13th ICCCR in August '04.

In mid-June I made time to do the job. But first, I transformed the text version of the magazine article into a flow chart, with "yes" or "no" outlets from each test. Steve's initial test is to confirm that the problem lies in the sender unit and it was wonderful to see the dashboard gauge needle flicker - there would not be a need for me to lie upside down under the steering wheel with a torch in my mouth while poking about behind the dashboard.

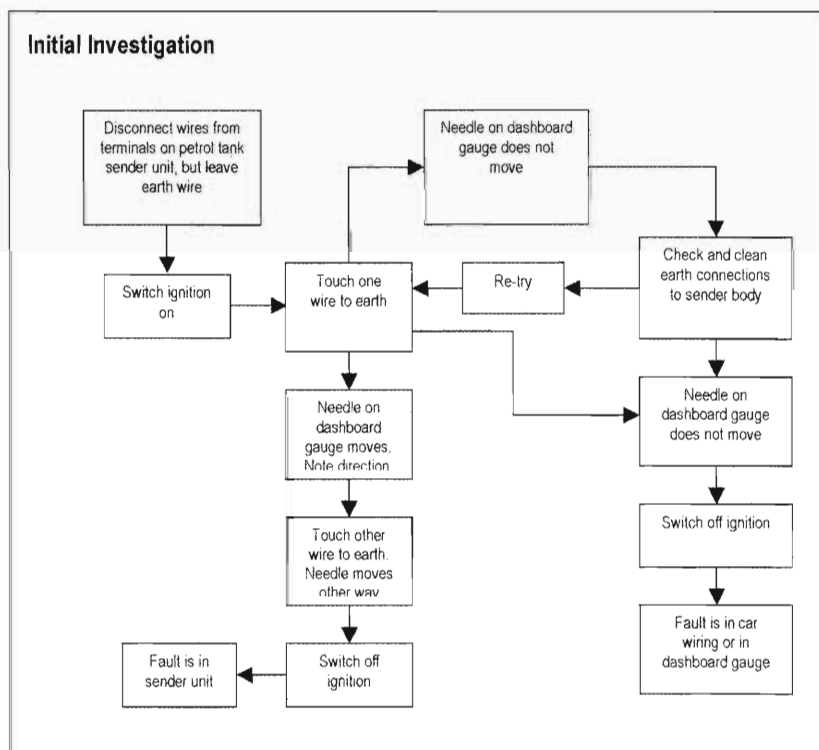
Once the fault is known to be the sender unit, the next step is its removal from the tank. Disconnecting all the wires and undoing all the mounting screws was simple, but the physical extraction proved more difficult than is implied by Steve. The hole is about 3 centimetres across, and there is an extensive, spider-like and delicate structure to get out through that hole. It quickly became obvious that my entire unit had seized and that it needed a bigger hole. But one does not take a

hacksaw to a half-full petrol tank, so I had to ease joints I could barely see (it is dark under a big-boot lid even in the best light). I had to turn this way and that, twisting and easing gently upwards and when things were too tight, go back a step several times before I was able to lift the device clear and lay it on the workbench for examination. The drawing is of my tank level measuring device that was probably seeing the light of day for the first time in fifty-one years.

I have talked to Steve Reed since I did the work to discuss what I found and he said there are several different internal devices, so be prepared for something else to appear when you do the job.

Freeing all the parts was my next objective and a major factor was the sheer volume of mud in what I now realise is the damping device. I had to work very gently, disturbing the top level of dirt in the brass tube, inverting the whole device and tapping the loose material out, then disturbing the next layer, and so on. Because there was a connecting rod into the tube, I expected to meet some sort of piston but dirt continued to fall out until, at the bottom, there was a brass cup. Once cleaned, a little force caused the cup to move a little, and at the same time the float arm lever on the sender body rotated a little. More of the same gentleness, without rush, produced a unit that worked physically. Now I turned to its electrical working.

I followed Steve's instruction and established that the resistance between the terminals was constant at 106 ohms. This was one of the two places where my flow chart had found Steve's article wanting. He says "the reading should be between 110 and 120 ohms; a much higher reading indicates ...", but he does not say what a lower reading indicates. I had to assume that 106 was not "much" lower. I then established that the resistance between the body and each terminal varied as the arm was moved. So everything was wonderful. Now that it



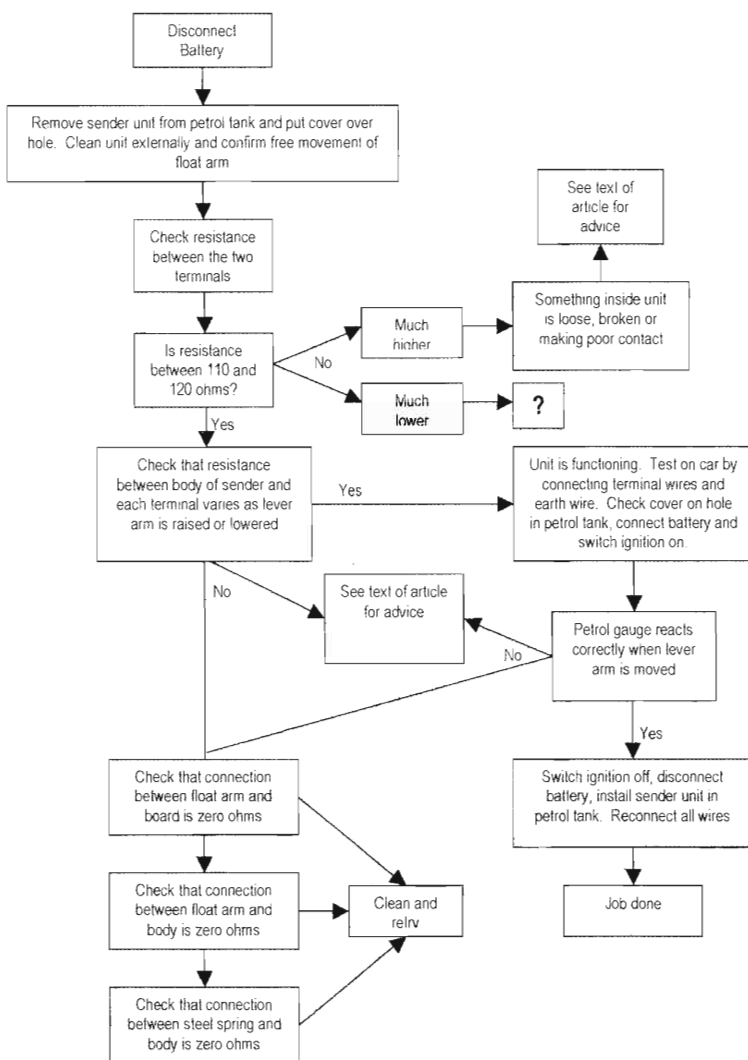
was unfrozen, the sender did what it should do and I could put it back - surely? But there was the rest of Steve's article to follow and it seemed silly not to go on. I gingerly opened the cover plate, peeled back the gasket (rubber not cork!) and peered inside. Everything was as the article described, except that the copper winding was far from grey, it was richly copper-coloured and looked just like all electrical parts do - exactly the same whether they work or don't work. I decided, after all, that there was no point in disturbing things that may yet not need to be disturbed, and closed the box up. I put the unit back into the petrol tank, reconnected all wiring and, about three hours after I started, switched the ignition on.

Alas, although the dashboard gauge jumped to life for the first time, it stuck at zero and nothing would make it move. I removed the sender from the tank again and, after following all safety precautions about covering the hole, reconnected the unit on the floor of the boot and switched on the ignition. The fuel gauge on the dashboard now reacted perfectly, filling and emptying the tank again and again. It seemed that whatever had been wrong had come right after all. All I had to do was put the unit back into the tank.

Again, alas. When I had done so and switched the ignition on, the fuel gauge still showed zero. Wholly bewildered now, I wanted to see what was happening while the sender unit was in place, so I removed the nearby fuel pick-up pipe and peered through the new hole with a pencil torch. What I saw was something that Steve, as an electrician, had given no thought to in his article. The float was not floating; it was lying on the tank bottom under fifteen centimetres of petrol.

Once more the unit was removed. The cork float had always appeared dry while I worked on the unit, and had caused me no concern. I now squeezed it and it oozed petrol and started to break up. It was about the diameter of a champagne cork but twice as long. In a twinkling, I had located two champagne corks, drilled them from end to end, installed them on the wire float arm, and had re-installed

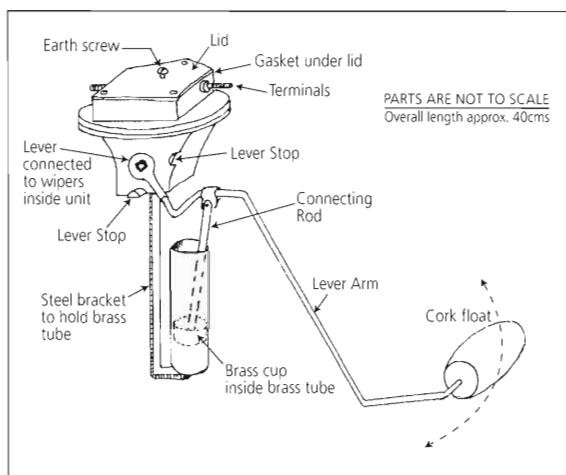
Testing Sender Unit at Petrol Tank



the entire unit. With the ignition on, the dashboard fuel gauge showed 40 litres. I had done it; I had a fully functioning fuel gauge on my 15six Familiare. It was a wonderful moment. I have since been told that the cork floats were originally coated in cellulose to keep them impervious, but when that broke down they were inclined to absorb petrol. My new float may not last, therefore, but at least I will know what to do.

Thank you, Steve, for the guide. Without the step by step process you described, I would not have begun the investigative process. As it happened, my two problems were both physical problems, dirty cum seized works and a saturated float. But knowing I would have been able to identify electrical correctness as I went along encouraged me to undertake the task.

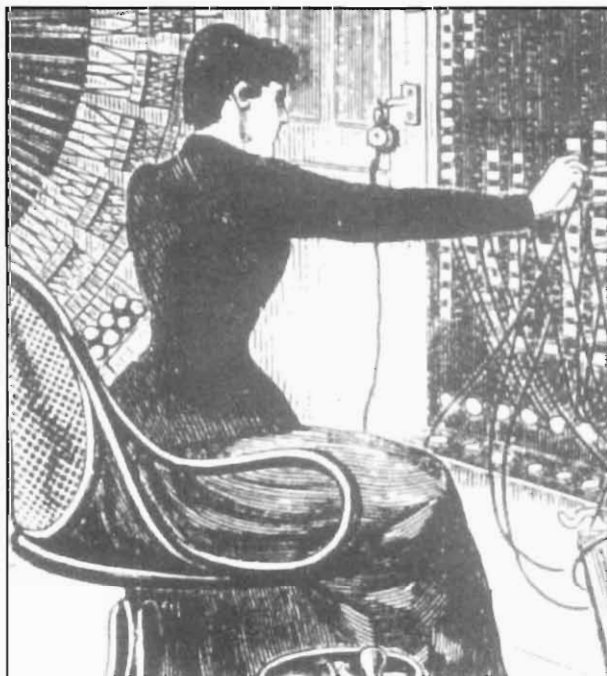
Finale. While doing this job, I found an omission on the wiring diagram that I created for my car, and which was published in FP of May 1998, Volume 22 Issue 6. Although I have generally shown earth connections, one is not shown for the petrol tank sender unit nor the rear tail lights nor the number plate light. Please insert them for your own later guidance.



Oil Filters

A letter from Mike Wortley of Shepshed, Leicestershire asks whether it is possible to fit an oil filter to the Traction.

I cannot find any technical articles that have been published in Floating Power. However, a reprint of an article entitled "Progressive Maintenance of the Citroen Light Fifteen" from Practical Motorist June 1957 states that ".....A supplementary bypass filter is easily fitted" Is this true and, if so, perhaps someone would like to contribute an article on the subject as it does seem like a sensible addition to the relatively primitive oil filtering arrangement in the Traction?



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Driveshaft and Brakedrum Tapers

Some members have recently experienced problems when fitting new driveshafts. This advice from Roger Williams is a timely reminder of the procedure to ensure that the tapers on the drum and shaft engage correctly.

Make sure your hub nuts are TIGHT!

The nuts that hold the front brake drums onto the tapered stub axles must be TIGHT. The manual states a torque of 216 lbf ft (30 mkg) but this is difficult to accurately achieve with a torque wrench. The tightening has to be done in one swift and even movement, any pause however slight, results in the friction between the nut and the brake drum being more than the final torque and the torque wrench 'cracks off'. In any event, if the nut is actually done up to 216lbf ft, it would be a miracle if the split pin holes lined up with the slots in the castellated nut. In this event, the nut has to be tightened up to the next split pin access. NEVER SLACKEN OFF THE NUT TO LAST SPLIT PIN ACCESS!

The safest way is to tighten up as much as you can using a 3/4" square drive socket. When you feel you can only tighten a little more, stop and see how close you are to a split pin access hole and then tighten to it. If you follow the steps below you should not have any problems.

1. Make sure that the taper on the stub axle and the brake drum are good, clean and dry and that the threads on the stub axle and hub nut are also in good condition.
2. Carefully slide the drum up the taper until it seats and give it a light tap with a copper or brass tube to make sure it is properly 'seated' on the taper.

Put a smear of grease on the mating faces of the brake drum and hub nut and then tighten as described above. Fit split pin.

Not fully tightening can result in the stub axle slipping in the brake drum which usually damages both items beyond repair. Also note that if the drum is not properly seated on the taper (i.e. the two surfaces are not parallel) then tightening can cause the inner bearing area of the drum to dig into the taper and have 'point' contact. This causes huge stresses which damage the tapered areas and can result in the stub axle shearing off.

A simple method of checking the mating between the tapers on the stub axle and drum is to mark the taper of the stub axle with engineer's blue, felt tip pen, or something similar and push the taper into brake drum. Do not push it on too hard, but sufficient to ensure that it is a good fit whilst not being so tight that the taper cannot be rotated within the drum. Give the drum a few turns on the taper and then separate the two parts. The bearing areas, which are approximately 6mm wide at each end of the taper, should have the marking cleaned off over the greater part of the surfaces. There is no contact between the drum and shaft in the area between the bearing areas.

toctech forum

AC Fuel Pump

In view of the recent discussions on fuel pumps, David Boyd has suggested that we publish this reprint from "The Automobile", December 1988 by Peter Wallage. It is a comprehensive description of the AC fuel pump through the ages and was curiously entitled "Fuel to Maintain his Fires" - clearly a quotation but I have been unable to trace it. Any ideas?

WHEN AC Delco came up with its engine-driven fuel pump as an alternative to gravity feed, or the once very popular Autovac, car manufacturers - except Morris who had the SU electric pump - took to it wholeheartedly. They could put the fuel tank at the back where it was safer and, at the same time, lower the bonnet line, because even an Autovac needed to be a reasonable height above the carburetter. And, best of all, the AC pump was cheap and reliable. All they had to do was provide an extra cam on the camshaft and a flange mounting on the crankcase. Though the pump went through a number of models, the basic principle remained the same and even with the earlier models it's often possible to overhaul them using parts from repair kits for later models.

Five basic models were in use before the war, the A, B, M, Y and T. The earlier pumps, the A, B and M, differed from later models in that the body was in two pieces, with a detachable lower cover, so they are easily distinguished. Model A had a horizontal lower cover while the models B and M had sloping lower covers. Model A was in general use till the end of 1931, but then for 1932 AC introduced the B and the M. They were very similar but the B, like the A, had a glass filter cover and was intended for cars of 10 hp and upwards. Model M, which had a ribbed metal filter cover on top of the pump, was intended for smaller cars. In 1933, model M was replaced by model Y with a single-piece body and a plain metal cover to the filter compartment on the top of the body. The following year the model B was replaced by the most popular pre-war AC pump, the model T, which also had a single-piece body but had the familiar domed metal cover on the top. There were two variants of the model T, the TF, which had a special engine flange for Ford V8s, and the TG, which was used from 1939 on larger Vauxhall B and Bedfords. This latter had a glass, or sometimes metal, cover to the valve chamber, held on top of the pump by a stirrup strap.

In 1948, all the model Ts were replaced by the model U which was very similar but had the non-return valves detachable as complete assemblies. Some pumps are fitted with a hand priming lever so that when you put the pump back - or ran out of fuel you can pull fuel up from the tank to the pump without flattening your battery by grinding away on the starter. All AC pumps work on the same simple principle. A rocker arm, driven by the camshaft, pulls down the centre of a diaphragm which sucks petrol in to the pump through a non-return valve. When the rocker arm comes off the high side of the cam, a spring under the diaphragm pushes it back up and delivers fuel out of the pump through another non-return valve. Because the camshaft runs at half engine speed, the diaphragm pumps once every two engine revolutions and the quantity of fuel delivered at each stroke depends on how far down the rocker arm pulls the diaphragm. The delivery pressure depends on the strength of the spring.

Except for the A, B and M, all the pumps have a single-piece body holding the rocker arm, diaphragm and spring. Fixed on top of this

by a ring of screws is the housing with the non-return valves and on top of this is a gauze filter with a cover, usually held by a single screw. You often find pre-1934 cars with a model T or model U pump, usually fitted when exchange unit As, Bs and Ms were no longer available, but I've never heard of a concourse judge deducting marks on the grounds of non-originality (perhaps they didn't know!). The biggest enemy of AC pumps is dirt and scale from the tank which either sticks under one of the non-return valves or completely blocks the delivery chamber under the gauze filter so that no more fuel can get through. The obvious cure is to clean it out, but here you are likely to come across your first snag. The bodies are die-cast from quite soft metal, and you often find that some gorilla has tightened down the cover screw so tight that he's stripped the thread inside the filter housing. The usual reason for this over-tightening was that the cork gasket under the cover had squashed flat and hard and leaked. A favourite 'cure' was to smear jointing compound on the gasket, coat the thread of the screw with something like Locktite, wrap thread round it and hope for the best. Talk about the evil that men do lives after them! But it was often a vain hope as the cover didn't seat firmly enough on its cork gasket to stop air being sucked in and petrol being pumped out.

The boss for the screw hasn't got enough metal to allow drilling out to a larger size with more than a fifty-fifty chance of success, so the best bet is to look for another pump or another valve housing. You're more likely to be in luck with another housing as in most cases the different part numbers of the same model pump were concerned with the proportions of the rocker arm, the strength of the spring and the flange mounting. In a large number of cases you'll find that the filter housings are interchangeable. Other afflictions that can beset AC pumps are diaphragms which have gone so soggy and floppy that they don't pump properly, weak, or even broken diaphragm springs, non-return valves that don't seat properly and distorted bodies. It sounds a formidable list, but they're not too difficult to put right. The filter housing is held to the body by a ring of screws, but before you start stripping things down, make some sort of mark so that you get the body and the filter housing back together in their same relative positions. If you don't, the inlet and outlet unions won't be in the right position to receive the pipes.

On post - 1948 model U pumps the non-return valves come out as assemblies, but on earlier pumps the seating is part of the housing. The valves are small pieces of Paxolin or similar, and are biased on their seats by light brass springs. These springs don't have to be strong, as either pressure or suction holds the valve discs firmly on their seats, so provided they're not broken you can use them again. If the pump hasn't been used for years the insides will probably be coated with a horrible gum from dried-out petrol and you might find that the valve seats are a bit corroded. There are a number of gum-removing fluids on the market - I've found Spexex carburetter cleaner to be a good one - and corroded seats can usually be refaced with a little judicious grinding-in. Don't use the Paxolin valve disc for this, a couple of twirls of the flat end of a piece of round bar coated with valve grinding paste will usually do the trick, but make sure you get rid of all the paste afterwards. If the valve disc itself looks a bit suspect you can get another lease of life from it by turning it over - unless someone else has beaten you to it, in which case look for some valves in better condition. They're nearly all the same on a given model of pump.

toctech forum - AC Fuel Pump

Now you can turn your attention to the bottom part of the pump. The diaphragm comes out after you push down against its spring and give it a half-turn to the right to disengage the centre rod from the rocker arm. In most cases you won't need to take the rocker arm out unless the flange is distorted and leaking oil, or you are looking for a new body and want to put your old rocker arm in it because the one you've found has a different stroke. Usually the rocker arm is held by circlips at the end of its pivot shaft and, when you take it out, be careful not to lose the small return spring. This is surprisingly powerful and, if you're careless, it will fly across the garage and you'll spend a happy half-hour hunting for it. If the flange where the body fits to the crankcase is distorted, and it quite often is, true it up by rubbing it on a piece of emery cloth held down on a flat surface. The same applies to the flange faces for the diaphragm on the body and the filter housing. There isn't much you can do with a soggy, floppy diaphragm except replace it. In some cases, if you can find a friendly store-man who will let you hunt and compare, you can find a diaphragm seat for a current AC pump that will fit. If not, you'll have to try second-hand pumps for a better one, or keep your eyes peeled at autojumbles for old-stock repair kits.

You'll find that the diaphragm usually has a small rectangle sticking out of one side of it. This is a guide for getting the diaphragm in the right position. Hold the pump body with the engine flange away from you and put the diaphragm in position with the tab at approximately 11 o'clock. Push it down and turn it to the left until you feel the slots in the end of the centre rod engage in the forked end of the rocker arm. You will probably want a further quarter-turn or so to the left to seat the rod properly. The tab should now be at approximately 8 o'clock and the holes in the diaphragm should line up with those in the body. When you come to put it all together again, leave the screws round the body just short of finger-tight and work the rocker arm slowly a few times to make sure that you haven't got the diaphragm kinked. Then hold the arm in towards the body while you tighten the screws in a diagonal sequence to make sure the joint is evenly clamped. Don't forget to use a new cork gasket under the top cover and a new fibre washer under its fixing screw - and don't tighten the fixing screw too much or you'll strip the thread.

...and further Correspondence on the same subject

This is a copy of the e-mail from Rik Blote in response to Dennis Hewitt's original letter.

Dear Dennis,

I read your recent article re fuel pump pressure in Sept/Oct Floating Power. I would agree that 10 psi is a rather high reading which might cause some seepage past the needle valve, especially if the mechanism were a little worn. I am rather worried by your solution however. The fuel pump lever, operated by the camshaft, only draws the pump diaphragm downwards and the delivery pressure at the pump outlet is supplied solely by the return spring in the pump body, under the diaphragm. The diaphragm itself should not contribute to generating fuel pressure.

There are only two ways the pressure in your pump could be too high:

- 1. The return spring is too strong or has been fitted incorrectly causing it to be over compressed.*
- 2. The operating arm is being over actuated which causes the diaphragm to be stretched downwards beyond its normal range of movement.*

From your description it sounds like no. 2 may be your problem. You might find that fitting a much thicker gasket between the pump and the engine will cure the over actuation. The problem with your current solution is not only that you are lacking the security of several layers of membrane but also, that the remaining one may well be over stressed and will not last very long.

I hope that my comments will be helpful in curing the problem. Let me know how you get on.

Yours Sincerely

Rik Blote

...and the latest from Dennis

My petrol pump is still going strong on one diaphragm but I have made a discovery.

Apparently for a long time mechanical petrol pumps had the same location face and bolt hole positions which meant that almost any pump could fit any car. The limiting factor being the pumping lever that sits on the camshaft. So I decided to remove my pump from the car and compare it with the diagrams of traction pumps on the CTA website. The pump that was identical to mine (at least as far as was visible when fitted on the car was the SEV type 595336).

I decided to take mine off and compare it with the picture. What was immediately obvious was that the lever on the pump in the picture was parallel to the body and that mine was pointing downwards. This could be the reason that mine was putting out too much pressure (a larger levering angle and therefore more pressure). Was it possible that there were a number of pumps made by SEV that had identical bodies but differing levers and springs and that my car had been fitted with an incorrect replacement pump at some time in its past? I decided to buy the pump from CTA but haven't tested its pressure yet. *Watch this space.*

service schedule

15hp/11cv Traction

Assuming all original grease/oil points remain and have not been eliminated by the use of modern sealed units or similar.
For photographs & lubrication chart see "toctech volume 1" in Floating Power, Volume 24, Issue 2, October 1999).

Every 1000 Miles (1600km)

- Grease Ball Joints of Suspension Links
(4 grease nipples - 1 upper, 1 lower on each side) _____ Pump in grease until it comes out of the joints
- Grease Track-Rod ball Joints
(2 grease nipples. 1 each side) _____ Pump in grease until it comes out of the joints
- Grease Drive Shaft Outer U/J
(2 grease nipples - 1 each side) _____ Pump grease until resistance is high - 30 strokes max*)
- Grease Gearbox Output Shaft U/J (where applicable - some U/J's have no grease nipple)
(2 grease nipples - 1 each side) _____ Pump grease until resistance is high - 30 strokes max*)
- Grease Drive Shaft Splines
(2 grease nipples - 1 each side) _____ (60 strokes of the grease gun*)
- Grease Top Wishbone Bushes
(4 grease nipples - 2 on each side) _____ Pump in grease until it comes out of the ends of bushes
- Grease Gear Selector Lever Shaft ("Eiffel Tower" mounted on top of Clutch Housing)
(1 Grease nipple) _____ Engage 1st gear and pump 10 strokes of the gun**
- Grease Fan Belt Drive Pulley (Top left hand side of Clutch Housing, below Gear Selector Rods)
(1 Grease nipple) _____ Engage 1st gear and pump 30 strokes of the gun*
- Grease Fan Spindle Bearing (On right hand side of Waterpump close to Pulley)
(1 Grease nipple) _____ Pump until grease comes out of ends of bush
- Grease/Oil Water Pump Spindle bearing
(Early model - Screw Greaser on rear right hand side of Waterpump) _____ Fill with Grease and tighten as required
(Later model - Oiler on top of Pump Body) _____ Add Several Drops of Engine Oil
- Oil Clutch Thrust Race
(Oiler on top of Clutch housing) _____ Add Several Drops of Engine Oil
- Oil Gear Change Linkage Ball Joints
(4 Points) _____ Apply Several Drops of Thin Oil to Each Point
- Oil Gear Change Clevis Pins
(4 Points, 2 on bulkhead, 2 under dashboard) _____ Apply Several Drops of Thin Oil to Each Point

*N.B. The Grease Gun referred to is the original "Push in, Spring out" device which delivers a very small volume of grease per stroke.

(Do not forget that Materials and Designs have changed a lot since these Vehicles were new and "ahead of their time" and so, unlike modern cars, regular lubrication is still absolutely essential. As the above only takes about 20 minutes, it is probably worth doing it on a monthly basis - even if 1000 miles have not been covered).

Every 2000 Miles (3200km)

- Change Engine Oil _____ Oil Level should register on the Narrow Section of the Dipstick.
(Distance between Minimum and Maximum Level on Dipstick is approximately equal to 2.5 pints/1.4litres)
N.B. Check Level Regularly between Oil Changes.

Every 4000 Miles (6400km)

- Check Gearbox Oil Level
Remove Filler/Level plug on right hand side (21mm) _____ Oil level should just overflow
If Level is Low the Gearbox should be Completely Drained and Refilled _____ (21mm Drainplug underneath)
- Dynamo Rear Bearing
(Oiler at rear of Unit) _____ Add Several Drops of Engine Oil
- Distributor (Remove Distributor Cap and Rotor Arm)
Add Several Drops of Light Oil to Advance Mechanism & also Lightly Grease Lobe of Cam Follower
_____ (Take care to avoid contaminating the Points)

Every 12000 Miles (19200km)

- Steering Box _____ Remove end cap & Lubricate with Thick Grease
- Speedometer Drive _____ Lubricate with Thick Grease
- Choke Cable _____ Lubricate with Thin Oil
- Front and Rear Hubs _____ Lubricate with Recommended Grease
- Handbrake Cables (If fitted with Original Steel Outers with Nipples) _____ Several pumps but do not overgrease.
- Check Shock absorbers _____ How? - Ask the MOT man?
- Door Hinge Pins - _____ Several Drops of Thin Oil (e.g. 3-in-one)

useful information

15hp/11cv Traction

		Light 15/11 Légère	Big 15/11 Normale
Tyres	Front	Michelin-X 165 x 400	Michelin-X 165 x 400
	Rear	1.2kg/cm ² (17psi)	1.3kg/cm ² (18psi)
Pressures (cold)	Front	1.4kg/cm ² (20psi)	1.5kg/cm ² (22psi)
Note: Michelin now suggest: For Modern Conditions and/or heavy loads		Increase above by up to 0.4kg/cm ² (6psi)	

All Models (1911cc, 78 x 100 Engine)		
Capacities	Engine Sump	4 litres (7 pints)
	Gearbox & Differential	2 litres (3.5 pints)
	Fuel Tank	50 litres (11 gallons)
	Cooling System - Lt 15/Legere	7.75litres (13.54 pints)
	B 15/Normale	8 litres (14 pints)
Adjustments	Valve clearances (pre 1956, EngineWarm)	- Inlet 0.15mm (.006in) - Exhaust 0.20mm (.008in)
	Valve clearances (11D head, EngineWarm)	- Inlet 0.20mm (.008in) - Exhaust 0.25mm (.010in)
	Spark Plugs (Champion H10)	Plug Gap 0.6 to 0.7mm (.025 to .028 in)
	Points	Contact Breaker Gap 0.4mm (.015 in)
	Front Wheel Alignment	TOE OUT 0 to 2.0mm (0 to 5/64in)

Original Recommended Lubricants				
Manufacturer	Engine	Gearbox & Differential	Drive Shaft & Splines Ball Joints	Rear Hub Bearing
Esso	Essolube 20	Esso XP90	Esso Grease	Esso Grease
Shell	X100 SAE 20	Spirax 90 EP	Retinax A or CD	Retinax A or H
Mobil	Mobiloil Arctic	Mobilube GX90	Mobilgrease No.2	Mobilube Grease
Castrol	Castrolite	Castrol Hypoy GD	Castrollease CL	Castrollease Heavy

Alternative Modern Equivalent Lubricants		
Manufacturer	Engine	Gearbox & Differential
Castrol	XL30	EP90

Additional lubricant information is available from Castrol: 01954 231668 or www.castrolclassicoils.co.uk
(Also see Floating Power, Volume 25, Issue 6, October/November 2001)

tractionades

Circuit de Charade en Auvergne

15-16-17 July 2005

Join the TOC expedition to the 2nd Tractionades at the Circuit de Charade near Clermont-Ferrand in the Auvergne on 15-16-17 July 2005.

This international event is being organised by Guide Mondiale de Tractionistes & Globe Driver.

525 'equipages' from 14 countries attended the first of these events in 2003.

The scenery in the Auvergne is spectacular, and nearby Le Puy de Dôme is well worth a visit.

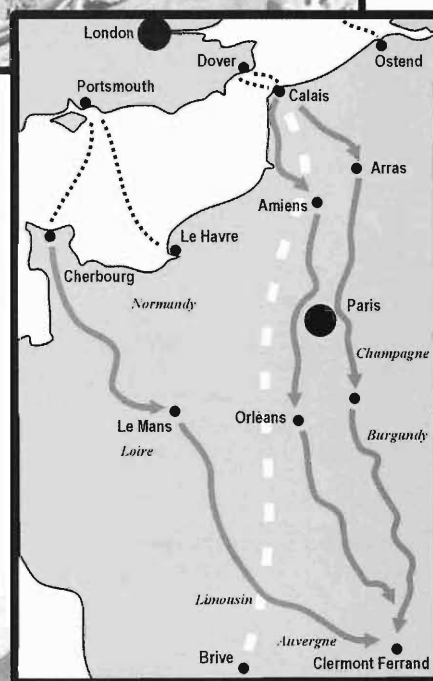
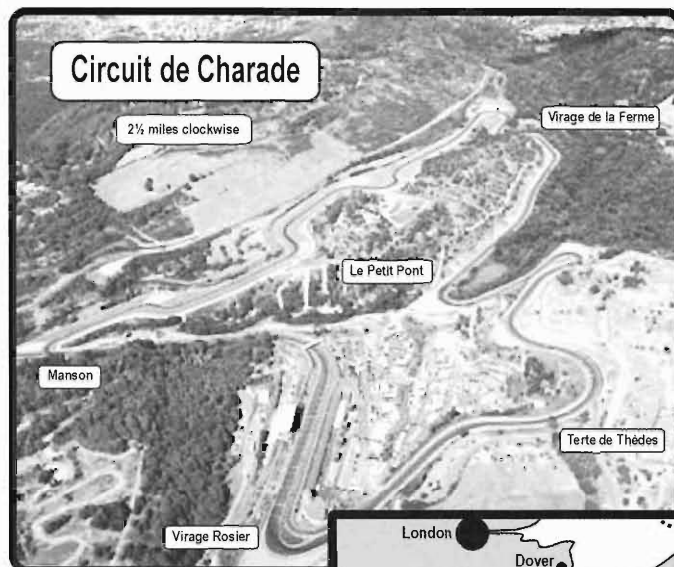
All the usual Traction attractions, with this year a 5 hour endurance trial for 30 Tractions (including at least one from the TOC).

- Village gastronomique Auvergnat
- Village International des Clubs
- Plateaux d'endurance GMT
- Concours d'élégance
- Bourse d'échanges
- Exposition 15 six

The TOC contingents will progress through France on whatever route and (leisurely) pace you each prefer. Trips of about 200 miles a day with stops in say Amiens and Orleans (or near) would be a reasonable basis for planning.

Please contact Robin Dyke as soon as possible for more information and a registration form.

Tel. 01865 858555
or email: robindyke@btinternet.com



Forthcoming Events

Belgian Tour 27-29 May 2005

This tour is being organised by Walter and Noëlla Callens from Belgium and the tour will be visiting Wenduine. This stretch of coastline in the Flemish region of Belgium is very pleasant, and only just over 70 miles from Calais. Walter & Noëlla have invited the TOC to a tour centred on Wenduine in the last weekend of May next year.



We congregate there during the afternoon of Friday 27 May to register and collect rally plates and road books. In the evening there is to be a "peasant" meal in an old café in the nearby village of Houtave. On Saturday there will be a convoy drive to the south, and in the evening a dinner in De Haan. De Haan is almost a twin resort just next to Wenduine, and there are plenty of hotels and camp sites (although they soon fill up for the holiday season).

On Sunday there will be a convoy drive to the north which will include a visit to Bruges, and in the evening a reception and dinner in Ostend. There are interesting visits arranged on the Saturday and Sunday, and costs for these and the evening meals are included. Picnic or tavern lunches are down to you, as are drinks (although some drinks are included on the Sunday evening).

Monday is the Late Spring bank holiday for us (but not Belgium) so that could be the day to travel back. I hope to arrange a flexible deal with a ferry company so you can choose when you want to travel. It will probably be to Dunkerque and that is only just over 50 miles from Wenduine. I have a list of some hotels and camp sites which I can email or post to anyone who asks. If you can't manage to get over for the Friday you can join the tour on the Saturday.

There will be a limit on the number attending the tour (on Friday evening the old café can only seat 80). This is going to be a popular tour, already lots of members have said they would like to attend. So it is going to be strictly "first come (and paid) - first served". Please do not send cheques or money orders directly to Belgium (else they have to pay bank charges). You should pay in sterling via the TOC.

Further details from Walter Callens, email waltercallens@telenet.be or Robin Dyke call **01865 858555** or email robindyke@btinternet.com



Wenduine



Chocolate and Old Lace tour along the Flemish Coast and Polders...

Name driver: _____

Number passengers: _____ Name(s): _____

Address: _____

Telephone: 0044/ _____ Mobile: 0044/ _____

Fax: 0044/ _____ E-mail: _____

Vehicle: _____ Model: _____

Colour: _____ Reg. No.: _____ Year: _____

Cost: including 3 dinners and visits to museums/exhibitions (Children under 12 years old free)

- from Friday evening up to and including Sunday evening: **£85 per person**

children 12 years and over: **£28 per child**

- from Saturday morning up to and including Sunday evening: **£78 per person**

children 12 years and over: **£21 per child**

Number adults: _____ x £ _____ = total £ _____

Number children (12 years and over): _____ x _____ £ = total £ _____

Grand total **£** _____

Please make cheques payable to "Traction Owners Club Ltd"

Food: Are there any vegetarians or people who don't like fish, who may require an alternative menu?
(Don't forget - you're at the seaside!)

Tell us, so we can arrange things: 'yes' for VEGGIE, number: _____ 'no' for FISH, number: _____

CUT HERE (Photocopies of this page are acceptable).

Keep this part:

Accommodation: Weekends can be busy at the seaside: **EARLY BOOKING IS ESSENTIAL**

INFO: Robin Dyke will send you the accommodation list and ferry offer by email or post.

Please return your completed application form and cheque as soon as possible to :

By post: Robin Dyke
18 Henfield View
Warborough
Oxfordshire OX10 7DB
Tel: 01865 858555
e-mail: robindyke@btinternet.com

WELCOME! from the organizers: *Walter & Noëlla Callens-Van Schil, Wenduine, Belgium.*

Questions about Belgium? Contact us preferably by e-mail: **waltercallens@telenet.be**

Fax: 0032/3 325 52 14 Tel. week: 0032/3 325 52 14 Tel. weekend: 0032/50 42 58 36

forthcoming events

TOC Annual Rally

A Black Country Experience - 24 to 26 June 2005

Steve Southgate and Peter Marley are organising next year's TOC Annual Rally, which is billed as "A Black Country Experience".

The rally will be based near Walsall, at the new De Vere Village Hotel.

Accommodation for the TOC has been arranged at a very special rate of £55 per room per night including breakfast. The hotel has 3 dining facilities, health & leisure centre, swimming facilities, 3 lounges etc. We have initially reserved 40 double/twin rooms for the weekend at this preferential rate. The hotel has 125 en-suite rooms so further rooms can be allocated to us but we need to make an early commitment to secure these group prices. This is De Vere's newest hotel in the UK and it is boasting the finest facilities. If there is ever an excuse to pamper yourself then this is an opportunity you should not miss. Family rooms will be available.

- On the Friday evening we will have a hotel social get-together and registration, and Steve has in mind a modest competition plus a display of the club's best photographs depicting Traction and the TOC through the club's

years. There may be some light entertainment taking us through to midnight.

- Details are still emerging but almost certainly on the Saturday we will visit Shropshire, Much Wenlock, then drive down to Bridgnorth for a drive along the Severn Valley and a visit to one of the period Steam Railway Stations at Arley. Lunch will be at the village of Arley on the River Severn where there is a picnic area as well as 3 or 4 pubs.

- The highlight of the weekend will be the whole Saturday evening (6pm till 11 pm) at the Black Country Living Museum. The whole village will be reserved solely for the TOC. So it is very important that we have a good attendance. Dress code is 1930s, and I understand you have to attend a short school class. There are authentic exhibits, with staff and police in period dress. The fair ground will be open to test your skills. Visits to the coal mine, canal tunnel, and cinema are available. The trolley bus will ferry us to the village. Finally, the Bottle and Glass Inn will provide a pig roast or a fish & chip supper from the 1930's 'chippy' will provide the evenings 'bostin fittles'.

- Although it is not yet confirmed, Sunday is probably to be at the Blists Hill Ironbridge Gorge Museum, the birthplace of the 'industrial revolution'. Ironbridge has on offer 7 museums linked with a bus service.

It is hoped the majority will take advantage of the hotel accommodation however mobile homes are to be accommodated at an overspill car park of the Black Country Living Museum, which is 6 miles from the Village Hotel, Walsall. There are camping facilities, however the nearest is 10/12 miles at Kingsbury Water Park. We are strongly



recommending the early booking of the hotel to take advantage of the special rates. Forty rooms are guaranteed.

For the first time we are hoping to offer TOC members whose car is not 'on the road' an opportunity to join in and they will be allocated a spare seat in a Traction. We are asking our regular members to donate their empty seats. Any excesses may be accommodated in a mini bus following the convoy drives. Again these will be on a first come first served basis.

To enter into the photo competition email or send your special photo to Steve (max 5 photos per member). All photos posted will be returned after scanning. There will be several categories so if it looks good send it.

Final details will be in the next magazine.

Steve & Peter

Discover a fascinating world when you visit Britain's friendliest open-air museum.



See history come to life

- ◆ Ride on a Tram Car
- ◆ Experience a lesson in the traditional Schoolroom
- ◆ Explore the Underground Coal Mine

- ◆ Taste traditional fish & chips from the 1930's Fried Fish Shop
 - ◆ Enjoy all the fun of the Old Tyme Fairground
 - ◆ Chat to the characters in the original Shops, Houses and Workshops
 - ◆ Sample a pint of traditional ale in the Bottle and Glass Inn
 - ◆ Watch classic comedies in the 1920's Cinema
 - ◆ Visit the Working Horses
 - ◆ See the traditional demonstrations
- Or just soak up the atmosphere*



For more information please check out:

www.bclm.co.uk

www.ironbridge.org.uk

www.VillageHotelsOnline.co.uk

Any early birds can email steve@imperial-cars.co.uk to reserve a room at the Village hotel.

Alternatively telephone **07747 633329**

forthcoming events

Brittany Rally

Mid July 2005

TOC members are always invited to this popular annual event which usually includes Bastille Day (14 July).

Details should be available just before the event. Numbers will be limited, so it is worth registering early.

Contact Martin Nicholson on vicmarnic@wanadoo.fr

Special Ferry Fares

The TOC is very grateful to Norfolk Line and Sea France who have both offered us concessionary prices on their ferries. These offers are only for club members.

NorfolkLine - Dover to Dunkerque

NorfolkLine have offered TOC members a special price of £88 return for a standard car and up to 5 people. This only during the period 15 May to 30 June 2005 and must be booked and paid for before 28 Feb 2005. This is subject to availability and there are conditions such as £20 per extra metre or per extra passenger. The bookings are non-refundable and extra charges apply if you have to make amendments. The password is **Traction Owners Club**.

Tel: 0870 870 1020
Fax: 01304 218420

Website: www.norfolkline.com

SeaFrance - Dover to Calais

SeaFrance have offered TOC members a 10% reduction on most fares (Standard, Early Booking, Super Apex, 3-Day, Day Trip and 24-Hour Return), but not on Club Fares or special promotions such as newspapers. This is throughout 2004 and 2005, and provided enough of us use it we should get a similar discount in future years. Some components of the fares will not be discounted, such as extra long vehicles or trailers or amendments to bookings. The bookings must be made and paid for in advance at the UK Reservations Office quoting the password **TOC**.

Tel: 08795 711 711
Fax: 01304 828486

Website: www.seafrance.com

Norway

Our Traction friends in the Norwegian club, Elisabeth and Bernt Christian - 'Traction Norvege', have set the date for their annual summer meeting which will be 26-28 August 2005.

The organisers have already started planning. If anybody would like to combine a trip to Norway with their rally which is in the midst of the south of the country. They say that compared to the trip to Scotland, this is a piece of cake!!

Go to www.hedmark.com for further information on the Hedmark County where Hamar is situated.

Elisabeth and Bernt can be contacted at:
elisabeth.aronsen@nhm.uio.no



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toc correspondence

Roadster Revival

Tim Walker's letter regarding Roadster EJJ 922 prompts me to mention another 'lost and found' car, the whereabouts of which I accidentally deduced when recently trawling through old Floating Powers and old Citroënean magazines.

'Light 15 Corner' in the Citroënean of November 1973 featured a slough-built roadster, then owned by Herr Halwart Schrader of Munich. He had bought it in England three years earlier. A distinctive feature of this car was that the headlamps had been faired into the wings.

Anyway, I was also going through a pile of old F.P.'s looking for some article or other when I came across Mike Hooper's letter in the December 1994 F.P. under the heading of "Roast Roadster" - a fire damaged car he bought for £15 and sold for £40. Looking at the photograph of that car, registration No. EOP 456, it evidently had faired-in headlamps and like Herr Schrader's car, it had only one windscreen wiper arm and long Radurar or Robbri spats on the rear wings. I would imagine that this is one and the same vehicle and is probably still in Germany. Perhaps Fred Annells deduced this a long time ago?

Regards
Walford Bruen

P.S. (Nothing to do with this forgoing matter.)

I was at an auto-jumble recently and one of the stall holders told me he had a brand new bumper for a 1950-1955 Light 15 Citroën.

Anyone interested should contact
Mr Richard Wheatley of Wheatley
Engineering Products Ltd.
Tel. Corscombe (01935) 891 591.

LIGHT FIFTEEN CORNER CAR OF THE MONTH No. 10 (Owner: Halwart Schrader)



Are you interested to learn that one of your German Club members (being coincidentally the Editor of Germany's only Vintage and Classic Car Magazine, *Automobil Chronik*), is a keen Citroën Traction owner and driver?

Please find enclosed a photograph of my roadster which I bought three years ago in England. I restored the car as good as possible, fitting the typical French bumpers and combined side light—indication lights. I am still looking for proper hub caps matching the old Pilote wheels, which originally were not on the car when I bought her in London. Note the funny headlamps—they are built-in, a well done job although unusual.

The rest of the travelling I do in a 15.6 cylinder 1950 long wheel-base car, black, of course, which I bought in Paris in 1968. I think that there are at least five old Traction Avants in Munich and about 100 in Germany. I doubt, however, if there are more than two drop heads in this country.

* * *

I am publishing below a photograph of the very successful Traction Avant meeting at Biggleswade Aerodrome, held in September 1973.



A happy Fred Annells with a background of his beloved "fractions"

toc correspondence

COLLECTIVE TRACTION

Dear Editor

I should be grateful if any of your readers could suggest a collective noun for a group of Tractions or Tractionistes.

Possibly a chevron?

Chris Haft (Dr)

UK Traction Avant Research Centre

SATURDAY LUNCH

Any TOC members wishing to get together for lunch in January, our local French restaurant, on the A30 near Stockbridge will offer a special deal for Saturday lunch to TOC members.

I suggest the second Saturday in January 2005.

Please contact me on **01264 860 641**

Alan Crisp (email aii@lineone.net)

OUR STAMP OF APPROVAL

Dear Editor,

Please find attached my contribution to 70 years of TA.

These stamps were designed by me and printed by the Federal Post Office and are official stamps for normal use within Austria and the EC.

I think it's the only stamp in the world celebrating our beloved cars.

Best regards

Thomas Loebenstein, TOC #1593, Vienna, Austria



ÖSTERREICH €0.55

7B LIST

Dominique Peter is preparing a list of 7B tractions. At present he has discovered 15. I remember reading about a 2-tone 7B in France (I think the south) which had been the pride and joy of a Police Chief.

It was first registered on 14th August 1934, and I think its registration number was 717 RJ. If anybody can remember this article, perhaps they would be so kind as to contact me.

Robin Dyke 01865 858555.

P.S. Pietro Turchi's list of 7A Tractions now numbers 54, and any info on 7A or 7B Tractions will be welcome.

SUB-TRACTION! *This photo sent in by Robin Dyke from the Zulu Tracbar shows the prototype of the first submarine traction.*



ICCCR Interlaken - Alan Crisp

The Cream Machine was given it first big test, could it accommodate all the luggage deemed necessary for Valerie to take to Interlaken for the ICCCR meeting.

Eventually I trimmed it down to three steamer chests which fitted snugly into the rear of the Roadster. We or rather I decided to only run the car with the hood down, irrespective of weather and to use only minor roads in our voyage across France.

The hood down approach resulted in severe sun burns for us both and by the time we reached Maçon on the second night a visit to the Pharmacy was called for; but still the hood remained down. The car glided into Geneva having past our first Tractionistes from Belgium and Holland which we passed on the lower slopes of the Alps going in to Switzerland.

The new engine and gearbox give the Roadster tremendous pulling power and as the SU has finally been adjusted with the help of a sensor built into the exhaust we get power and good-ish fuel consumption.



Interlaken is always a pleasure to visit, the Swiss certainly do know how to run hotels and restaurants. The Interlaken military airfield was awash with Citroëns and soon awash with water as the rain storms hit the area and water falling in the mountains came to rest in the airfield at the bottom of the valley. Not much fun if you were camping as the tents had to be removed to another part of the field which incidentally meant they were some distance from the toilet and shower block. Still the adversity brought out the best in the people, so I am told.

The scale of the arrangements was truly amazing. Not only were there around three to four thousand Citroëns and two Panhards but a vast auto-jumble and trade suppliers stands. But best of all, for me, was the non-stop music which was provided around the food stalls and the bands which performed in the marquee until 2.00am; I never thought the Swiss had it in them. Great show.

The 2CV owners stole the show for me with their great light-hearted approach to their cars. There were some beautiful Tractionis in prime condition which were clearly being regularly used not just kept as museum pieces. The Swiss owner of an open sports 4 seater was



tocsection scene

staying at my hotel and how I would have liked to own that car, original in every aspect.

The highlight of the whole event was the exhibition put on by the Swiss owners in a marquee where they had a Traction from each year starting in 1934 until 1955. A photograph of André Citroën looked down on the cars and his spirit was with us.

A wonderful show and full credit to the Swiss organisers.



West of England Section

Our meeting on Sunday August 8th was a boat trip around the refurbished dockland area of Bristol after lunch in the dockside inn "The Corttage". There was an excellent turn-out with new members Colin Berry and Red Denner (who discovered that they lived within walking distance of each other!) coming along in their recently acquired Tractions.

Our last meeting of the year - and my last as area organiser for the West of England Section - was on Sunday 10th October at Blaise Castle on the northern outskirts of Bristol. After an excellent meal at the nearby Salutation Inn carvery our small convoy made its way to the car park at the Blaise Castle Estate. The weather was kind - dry if a little windy - and we all climbed to the top of the castle hill to enjoy the view over the combe below. At least some of the lunchtime excesses were walked off!

Jackie and Dave Hackett are kindly taking over the Section and I would like to wish them all the best in keeping the unruly bunch in line - I know they will do a great job. I have enjoyed the last six years as local representative and would like to thank all those who turn up - even if it is only once in a while - and help to make it worthwhile. Thanks also to those who kindly gave towards my "thank you" gift - it was much appreciated.

I believe our next meeting will be in January where we will almost certainly gather once again at the traditional watering hole of the Tunnel House.

John Ogborne
jogborne@onetel.net.uk

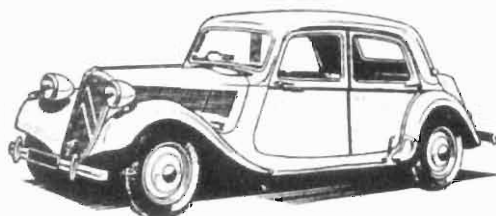
London Section

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).



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

1952 Light 15, £8,800 Excellent Black Slough built Light 15 small boot. Sun roof. Leather seats. Present owner 20 years. £6,500 spent in last 4 years on rebuilt engine and body work. *Graham Taylor 07797 720 828 or email gt54@yahoo.com (Jersey).*



1953 Big 15, Big Boot, Slough built, New Zealand import. Retored exterior and interior. Resprayed in stunning deep burgundy with all bodywork sound. 4600 miles since extensive mechanical overhaul by Classic Restorations. Garaged, light summer use only, MOT July 2005. Fine condition, all original in good working order, well maintained. £8,850. Email for further details or photos: phil.stanton@sagainternet.co.uk or call mobile 07770 224690 (Yorkshire).



1955 11BL. Big boot, LHD. MOT till May 2005. Blue Re-sprayed from its original Night Blue in 1990. This is now showing signs of wear. (stone chips etc.) and there is some paint bubbling on the bottom of the doors.

Covered approx 8,000 miles in the last 11 years, and always passed the MOT first time. 11D engine rebuild in 1998 by Dennis Ryland. Stainless steel exhaust. Can sometimes be difficult to start when hot. £4,950. Tel 01234 376420 Bedford, email bijoubob@hotmail.com

1954 Light 15, Maroon body/Black wings, lovingly restored show winner. New leather interior, carpets, external trim, chrome, brakes, tyres etc. MOT and Tax. Runs beautifully. Big 15 forces sale. £9250 ono. Tel: 020 8532 0813



1952 Slough Built Big 15, leather upholstery, sunroof. In very good condition recent MOT. A beautiful reliable car. £8000 ono. Call Neil Chapman. Tel 01934 621771 Mob 07974769280.



1952, 11BL, rare French built r.h.d fitted pilotte wheels and twin carbs. This much admired car, finished in maroon and black has never been welded and remains in sound condition. In my ownership (9yrs) the car has been re-sprayed, re-wired and re-trimmed and mechanically overhauled with high ratio gearbox. This is a well sorted car which drives beautifully. MOT to Aug 05. £9800 (to include a number of spares) Call John Aspinall on 01684 541017 (Malvern).



1948, Slough Built, small boot, Light Fifteen, fully insured, MOT'd and Taxed. This car had a full body and mechanics restoration ten years ago. It was resprayed in original colour with beige interior and red body work. A lovely car seeking a caring new home. £6500 or sensible offer. Call Les Percival on 01932 883855 (Surrey).

1955, 11BL Paris built, big boot. Very attractive pearl grey with original interior in excellent condition. Recent MOT, new exhaust system, front brake hoses and Michelin X's. Space required. £6,250. Call Tony Haynes on 07767 206710 (High Wycombe)



WANTED

WANTED Extended Mirrors for a Traction Avant so I can start towing my classic caravan. The type that clip on to the front wings. Can anyone help? Please contact Andrew York. Tel no. 01932 787593, mobile 07770 960712.

WANTED by genuine enthusiast: Any type of Light 15 fitted ID Engine 4 speed gearbox. £8,000 available (circa) on suitable model. Please contact: Alan Smith (Bristol) 0117 924 9821

WANTED Rear ashtrays and period spot lights for Slough built Light 15. Email Alan Crisp: aic@lineone.net

WANTED Big 6. Email Alan Crisp: aic@lineone.net

WANTED Tools and tool roll. Email Alan Crisp: aic@lineone.net

WANTED, Set of bumper irons, front and rear, to suit dipped bumpers for a 1949 BL small boot. Condition not too important so long as fairly straight. Please contact Roger Jones 01777 869549. Email grovevill@aol.com

WANTED, Four doors in good state of repair for XPL 691. Call Jack Reay on 01925 728734 (Warrington)

WANTED, both the rear doors for a 1954 Normale, preferably in good condition.

Call Nick Barnard on 01603 462204 or email nick_barnard@hotmail.com

WANTED, drivers handbook for 1950 Paris built Traction. Call Clive Hoskins on 01726 813207 (Cornwall)

PARTS FOR SALE

Heat Shield for Solex carb on Light 15, new unused £12 plus postage. Robin Dyke 01865 858555.

Sound gearbox from a PKA 96 at 60,307 miles and used for approx. 1,000 miles in a L15. XPL 691. Set of **burgundy/maroon seats** taken from XPL 691 at 70,000 miles. Front bench is damaged on driver's side. Offers invited for above.

Call Jack Reay on 01925 728734 (Warrington)

Parts for Light 15, Surplus second hand parts accumulated over the years to dispose of as one lot. Pair of serviceable drive shafts, pair swivel hubs, major parts from several gearboxes, parts from dismantled engine (including engine block and head block, crankshaft, pistons, con rods and liners, oil pump, 2 rocker covers, 2 sump covers, valve springs), parts of steering rack, dismantled clutch assembly, springs etc, flywheel, ac petrol pump, wiper motor, one french type road wheel, various small odds and ends. £200 the lot. Tel 01892 543183 (Kent) TIC

Spares for 1953 11 Normale/Big 15 - List available.

BODY: Front inner wing valances £5 each. Windscreen complete £20.

MECHANICAL: Front cradle complete, good drive shafts £150. Steering rack, column etc., £20. 6 volt dynamo £20. Good three speed gearbox with bell housing £300. Clutch pressure plate £10. Water pump £15.

OTHER PARTS: Heater tube assembly (new rubbers) £20. Speedo head £10. Indicator switch £10. New two piece wind screen outer rubber £20. Six alloy surrounds for side, tail and flashers £20. Four Axo kick plates £20. Wiper arms, motor etc., £15. Wiper links/spindles pre 1952 £10.

185x400 cross ply tyres, one pair £20. Side, flasher and rear lights £20. Six volt horns per pair £10. FOR 11BL/LT15: Front wings grade c £30 each. Rear wings grade c £15 each.

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